

UTU News

The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“As president of your union, I pledge to do my utmost to fulfill the duties of this office and continue to bring pride and honor to the United Transportation Union.”

– UTU International President Byron A. Boyd, Jr.

News & Notes

Contract talks resume

CLEVELAND – Negotiators made progress when contract talks between the UTU and the National Carriers' Conference Committee resumed last month in Miami, Fla. “For reasons we do not fully understand, the carriers say they made a mistake in the language agreed to last September with respect to the timing of the elimination of entry rates of pay for current employees. We managed to resolve our other differences in the questions and answers that will accompany the tentative agreement when we put it out for ratification,” said UTU International President Byron A. Boyd, Jr., chairperson of the UTU National Negotiating Committee.

Members killed on job

CARLISLE, Ohio – Two UTU members recently lost their lives while on the job.

One man was killed and his crewmembers severely injured when their CSXT train struck the rear of a stopped train near the southwest Ohio town of Carlisle. Killed was David J. Wund, 35, of Cincinnati, Ohio, a member of Local 1917 at Cincinnati. He started with the CSX Transportation Company in 1998. Suffering severe head injuries was Harry Everingham, 46, of Palestine, Ill., a member of Local 145 at Columbus, Ohio. Terry Stover, 45, of Columbus, Ohio, a BLE member, suffered severe back injuries in the crash.

Ron Harvey, a 53-year-old switchman member of Local 1402 at Dupou, Ill., was killed December 28 when he was struck on the head by moving equipment. The 30-year railroad employee got off his engine outside the St. Louis Terminal yard in Dupou and found himself stuck between moving trains traveling in opposite directions. Minutes later, fellow railroaders found him face down, killed by a blow to the left side of his head. Harvey leaves behind two grown children; he was to be remarried just weeks after his death.

TPEL form now online

CLEVELAND – A TPEL pledge form is now available on the UTU International web site (<http://www.utu.org>) in the TPEL section. The form can be downloaded in the easy-to-use PDF format. For your convenience, the form should be printed out, completed, signed and dated, and sent to your local treasurer; save a copy for yourself. Retired members wishing to make TPEL contributions should contact the International for TPEL retiree contribution forms and envelopes, or simply send their contribution, payable to “TPEL,” directly to TPEL, UTU, 14600 Detroit Ave., Cleveland, OH 44107. Remember, TPEL is an investment in your future.

B.A. Boyd succeeds Little as International president



National Legislative Director James Brunkenhoefer, right, administers the oath of office to International President Byron A. Boyd, Jr., left, and Assistant President Paul Thompson.

CLEVELAND, Ohio – Byron A. Boyd, Jr., succeeded Charles L. Little as International president of the UTU and the United Transportation Union Insurance Association (UTUIA) last month in the wake of Little's unexpected announcement that he was resigning and retiring.

Little, 64, attributed his decision to health considerations.

Boyd, who held the post of assistant president at the time of Little's announcement, succeeded Little as UTU president immediately under a provision of the UTU Constitution.

He noted that Little would be available to the UTU for consultation during the transi-

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Vote on TRRA goes to UTU

GRANITE CITY, Ill. – In a winner-take-all election with significance for all rail operating employees, train and engine service workers on the Terminal Railroad Association of St. Louis (TRRA) last month voted 83 to 17 as a single craft to choose the UTU as their bargaining representative.

“This a great and long-awaited moment for those on the TRRA who wanted and needed the assurance of having the best representation available in the industry,” UTU International President Byron A. Boyd, Jr. said. “Not only does this outcome represent a triumph for TRRA workers, but it hands a victory to all who understand the advantages of single-craft

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Transit workers approve pact

CHARLOTTE, N.C. – A new three-year contract has been approved by members of Local 1715 in Charlotte, N.C., where bus operators, mechanics and cleaners employed by Transit Management of Charlotte, Inc., twice rejected previous proposals.

The agreement, reached on January 28 but not approved until February 9, provides a 3.4% cost-of-living increase each year, an increase in the company's retirement plan contributions, three new bereavement days, an extra paid personal day and more sick-leave days. It runs from January 29, 2001, to January 29, 2004.

“I want to thank all the union members here

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Around the UTU

News from around the U.S. and Canada

Local 4, Charny, P.Q.

The regular monthly meeting for May has been rescheduled for the third Monday of the month due to "Fete de Dollard," according to Secretary and Treasurer **Louis-François Garceau**, who notes the location and time for the meeting remain the same. For information, call (418) 832-1502, or send e-mail to <yahwe@total.net>.

Local 171, Aurora, Ill.

Active and retired members enjoyed a successful annual holiday dinner, marked by presentations from the Railroad Retirement Board and the UnitedHealth Group, said Local President **Roy Coan**. Special thanks go to Secretary and Treasurer **Richard Temple**, who handled the invitations, and to **Bill Frenz**, **Phil Romanchuk** and **John Bischof** of Designated Legal Counsel **Yaeger, Jungbauer, Barczak, Roe & Vucinovich, PLC**, who sponsored the event.

Locals 262, 898, 1462, Boston, Mass.

Members will be well represented when the puck drops at 1:30 p.m. on Sunday, March 11, at the Zapustas Ice Arena, 240 North St., Randolph, Mass., signaling the start of the **Fourth Annual Billy Flaherty/David Fowkes Railroaders' Hockey Game**, according to Local President **E.B. Radovich** (L-1462). All proceeds from the game, named in honor of two beloved UTU conductors, help out New England Division Amtrak employees battling cancer and other diseases. This year, Amtrak employees team up to battle the Boston Bruins Alumni Team, composed of former National Hockey League greats, with Local Chairperson **Roger "The Wall" Lenfest** (L-898) starting in the net. Gratitude goes to the UTU International, the UTUIA, Massachusetts State Legislative Director **George Casey**, General Chairperson **Al Suozzo**, Local Chairpersons **Joe Motte** (L-1462) and **Tom Driscoll** (L-262), and Secretary and Treasurer **Dave Bowe** (L-1462) for their continued support and generosity. For information, call (508) 478-4590. More information is posted at <<http://www.nesportsnet.com/bfhockey>>.

Local 376, Louisville, Ky.

Local officers are making plans for the summer, with a string of events set for August, including the regular monthly meeting on August 9, a golf scramble August 10, and the annual picnic on August 11, according to Secretary **Johnnie V. Estes**, who noted details would be available when arrangements have been finalized.

Local 469, Madison, Ill.

A check for \$1,000 was presented to the Four Square Church of Granite City, Ill., which provides food and assistance to the needy, in the wake of another successful **Super Bowl Sunday Poker Tournament**, hosted by the local and sponsored by the **Midwest Railroaders** and Designated Legal Counsel **Lance Callis**. Winner of the tournament was **Don Gaston**, a retired switchman from the Terminal Railroad Association of St. Louis, said Secretary and Treasurer **John I. Payer**. Among those in attendance were members of Local 1517, Cincinnati, Ohio; Local 1534, Chicago, Ill.; Locals 1388 and 1405, St. Louis, Mo., and Local 1229, E. St. Louis, Ill.

Assault changes operator's outlook

PHILADELPHIA, Pa. – An assault on bus operator Garfield Gilbert changed everything, and though he appears to be recuperating physically, it might be a while before his mental outlook heals.



Garfield Gilbert

An ordinary day of driving his route for the Southeastern Pennsylvania Transportation Authority (SEPTA) on Saturday, January 13, turned ugly when a passenger stabbed Gilbert twice. Today, Gilbert wonders if he'll ever have an "ordinary" day again.

Suffering a punctured left lung, Brother Gilbert, a member of UTU Local 1594, Upper Darby, Pa., feels confident that his physical wounds will heal, but the mental aspect of the experience still haunts him.

"The more I think about it, the more frightening this thing is," Gilbert said. "How will I handle driving if every five seconds I'm looking over my shoulder? Most nights I go to bed, and before long, I jump out of my sleep, having these flashbacks."

Gilbert said the whole thing happened so fast, he didn't immediately realize he had been stabbed.

Three women, one with a baby, asked him if the bus would take them to a particular destination. Gilbert, who came from Jamaica 18 years ago and speaks with an accent, answered the women, but one became abusive, using profanity and mocking his accent.

Gilbert got to their stop, he said, "and as they were exiting the bus, I turned around to get some napkins to wipe my face, and I felt something in my chest. I thought maybe she just punched me before she ran off the bus."

After driving for another block, Gilbert said it felt like his shirt was wet. "I realized I was bleeding," he said, "I called the control center, and then called 911."

When the emergency medical personnel and police arrived, Gilbert gave them a description of the three women. "I remembered one had a baby and a stroller. The police found them by the store where I left them off, and the lady had a knife."

Gilbert is cooperating with prosecuting authorities. Meanwhile, he's trying to come to terms with what happened that night.

"You get immune to threats, because it was just another night with just another person upset about something," Gilbert said. "But there needs to be measures to protect transportation workers."

Local 770, Heavener, Okla.

The Women's Crisis Center in Heavener was the winner for the third year in a row when members of the local employed by Kansas City Southern held a food collection at their annual Christmas party, according to Local President **Charles E. "Rock" Ford, Jr.**, and Legislative Representative **Tommy G. Robertson**.

Local 1470, Edmonston, Md.

The **Seventeenth Annual Reunion of PRR Retirees** will be held April 16-18 at the Holiday Inn West in Myrtle Beach, S.C., with the banquet to be held on Wednesday, April 18, according to retiree and event chairperson **Joe Hollifield**. For information, contact Hollifield by writing to him at 250 Maison Dr., Myrtle Beach, SC 29572, or call (843) 280-4140.

Local 1570, Roseville, Cal.

Along with those from Local 492, Sacramento, Cal., members turned out in record numbers for the **Eighth Annual Placer County Democratic Central Committee President's Day Dinner**. Emcee at the event was California Assistant State Legislative Director **Mike N. Anderson**, who noted the greatest attendance in 20 years. Also on hand were Local President **Jim Feickert**, Secretary and Treasurer **Walter Wilson**, member **Ken B. Schaffer**, and Local 492's Secretary and Treasurer **Daryl Stinchfield**, who serves as the committee's treasurer. Volunteer bartenders included retired former Local President **Dan Sanford** and retired Local Chairperson **Wes Berg**. The event raised enough money to support the organization's activities for two years.

Local 1594, Upper Darby, Pa.

Contract negotiations for members employed as rail and bus workers on the Southeastern Pennsylvania Transportation Authority (SEPTA) are in the early stages, according to Local Chairperson and President **Ron Koran**, who remains optimistic about the talks.

Local 1687, Belen, N.M.

Members working for BNSF send best wishes to **James D. Morgan**, who hired out on the former Atchison, Topeka & Santa Fe on June 22, 1959, served as local chairperson for trainmen during the past 10 years, and retired February 1, said BNSF General Chairperson **Jim A. Huston**. "Your knowledge, experience and wisdom will be missed, not only at the local level, but also on the general committee level," said Huston in a letter to Morgan.

Local 1778, N. Vancouver, B.C.

Employees of BC Rail, along with members of Local 1923, Prince George, B.C., who are represented by the Council of Trade Unions, voted more than 70% in favor of the tentative pact reached in December, according to Secretary and Treasurer **David Moorhouse**. The contract, which runs from January 1, 2001, to December 31, 2002, includes a 2.5% wage increase each year, a raise in weekly indemnity rates and job security travel allowances, and contracting-out language similar to that employed by the Teamsters.

Monthly winner

This month's lucky winner of his choice of any item proudly displaying the UTU logo is **Ronald R. Kilen** of Local 161, Seattle, Wash., which represents workers on Evergreen Trails. These items are awarded every month by random drawing as a show of appreciation to the many members who have been supportive of the UTU throughout the years.

State Watch

News from UTU State Legislative Boards

Montana

The Federal Railroad Administration (FRA) has concurred with charges made last year by Legislative Director **Fran Marceau** that the Burlington Northern Santa Fe (BNSF) violated the FRA's Hours of Service reporting regulations.

In a letter to Marceau dated January 11, 2001, the FRA stated that it had completed its investigation into "the way (train) crews are tied up following deadhead service to outlying assignments at Glendive, Montana," and had concluded that "periods spent in deadhead service were not being properly recorded."

The letter went on to state that the FRA took exception to this practice and that the BNSF had agreed to resolve the problem within 90 days.

The FRA said it would follow up on recording methods at that time to assure compliance, and noted that noncompliance would result in significant enforcement proceedings.

Nebraska

UTU members here have gone on the offensive in advancing legislation that would require the use of two-person crews on freight trains throughout the state, despite opposition to L.B. 185 by some other labor organizations.

The Brotherhood of Locomotive Engineers (BLE) and the Nebraska AFL-CIO oppose the legislation because it does not specifically call for a ban on remote-control operations.

Legislative Director **Ray Lineweber** said that while "UTU is indeed opposed to the remote-control operation of locomotives, and has fought against it for more than five years in Nebraska, this is clearly a federal issue, and the recent 'proposed rulemaking' on remotes by FRA verifies our position."

Lineweber noted that, because of the efforts of UTU members, 12 state senators have co-sponsored L.B. 185.

"In spite of the BLE opposition to the bill, no

Informational Seminar in Iowa

The Iowa Legislative Board is sponsoring a **UTU Informational Seminar** to be held on Thursday, May 3, 2001, at the historic Savery Hotel and Spa in Des Moines, Iowa. The seminar is open to all UTU members.

Representatives from the Railroad Retirement Board, the UTU Insurance Association, UTU Designated Legal Counsel and various health and welfare organizations will be on hand to assist members and answer any questions.

The seminar will be followed by a banquet on Thursday evening.

UTU members can contact the Savery Hotel at (800) 798-2151 for hotel accommodations. For more information, contact Seminar Chairperson **Pat Hendricks** at (515) 282-9298.

senator has offered their (BLE) amendment," Lineweber added.

Washington

At the urging of the Washington Legislative Board, Rep. Mike Cooper has sponsored H.B. 1436, which states that "no person operating or controlling a freight railroad may allow the operation of a freight railroad train or locomotive in this state unless the train or locomotive has a crew of at least two employees."

Legislative Director **Tom Retterath** urges all UTU members to contact their representatives in the state's House of Representatives to ask for their support of this legislation.

The e-mail addresses of representatives are available through the Washington state legislature's web site at <<http://www.leg.wa.gov>> and voice-mail messages may be left toll-free at (800) 562-6000.

Nevada

The UTU's Nevada Legislative Board, the Union Pacific Railroad and the Burlington Northern Santa Fe Railway have entered into an agreement on a new set of railroad regulations in the state that were five years in the making.

Legislative Director **Jack M. Fetters** said highlights of the new code include revised hazardous-materials reporting guidelines, walkway regulations, and standards for ballast size in yards where switching is done.

"After many public hearings and delays, I would like to thank State Senator Dina Titus, Assemblyman Bernie Anderson, Designated Legal Counsel **Larry Mann, Rod Nelms, Leon Busch** and Jim Mular for their unwavering support and assistance during these difficult negotiations," Fetters said.

Arizona

The Arizona Legislative Board was successful in its effort to halt a vote by the state's Senate Judicial Committee on legislation which could have allowed for a "co-employee" to be sued by third parties as a result of a Federal Employers' Liability Act (FELA) claim against a railroad.

Legislative Director **Scott Olson** said although the committee was allowed to hear testimony on S.B. 1408 last month, a vote on the bill was held up until it could be rewritten with all references to a "co-employee" removed.

UTU Designated Legal Counsel **Chip Rabb** of the Crow Law Firm assisted the legislative board in its action and will help to rewrite the wording of the bill, Olson said.

"We all owe Mr. Rabb a great round of applause for his help," Olson said.

Olson added that the UTU was the only union there to take up this important battle.

"Thanks to all of you for your support of the Arizona State Legislative Board," Olson said.

Bus Department

By **Bernie McNelis**

Workers deserve protection, justice

A guest column by former Vice President-Bus **Trudy Weber**:

The year 2000 marked the 65th anniversary of the National Labor Relations Act (NLRA). This act is supposed to ensure the American worker some measure of justice and protection.

The NLRA worked in 1935 because conditions for workers were so deplorable that nothing could make them worse. That is no longer true. The NLRA no longer offers justice and protection for workers. The act has been diluted through amendment after amendment, and, because of lax enforcement, has lost its protective shield.

The anti-union forces have been getting their way with their anti-union, right-to-work rhetoric. Since we have been unable to stop this relentless assault on the organizing efforts of the unions, their ranks have been diminished to less than 15% of the U.S. workforce.

It has become easy for employers to fire or harass workers who are trying to organize. The companies need not fear that anyone will put a stop to their campaign of terror. Should the workers vote for a union, the companies either refuse to negotiate, drag the negotiations out for years, or challenge the election. While most of these tactics are illegal, federal labor officials take an average of two years to rule on them. Even when no violation is found, it sometimes takes up to one year to certify the winner. Is it any wonder the companies play their nasty games unchecked?

So, my fellow union members, here is hoping that some day soon, this great country will once again see fit to protect its most valuable resource, the American worker, by revamping and enforcing the much-amended and abused National Labor Relations Act.



Yardmasters

By **Don Carver**

Contract talks making progress

Our yardmaster general committees are busy in negotiations with their employing carriers to enhance the quality of life, benefits and wages for their memberships.

Recently, General Chairperson Jerry Fortune negotiated and received ratification of a new yardmaster contract for the Wheeling and Lake Erie yardmasters. The new agreement increases wages and benefits.

Assistant Director Jerry Martin and Soo Line General Chairperson Richard Miller are working on a new system agreement. They are working to combine the former Milwaukee Road and Soo Line yardmaster agreements into a new Soo Line system yardmaster agreement.

Yardmaster general chairpersons representing the more than 700 yardmasters on CSX are in negotiation on a new contract. CSX did not give the National Carriers' Conference Committee its power of attorney for the yardmaster craft. Contract negotiations are being handled on the property. General Chairpersons D.K. Turner, J.R. Cumby, R.P. DeGenova and D.J. Burke are expressing optimism with the progress being made. "Strength in unity" appears to be their motto as they jointly negotiate with CSX on the new contract.

DeGenova, who represents yardmasters and clerks on the Buffalo and Pittsburgh Railroad, is nearing tentative agreements covering each craft.

Negotiations continue with Amtrak, the New Orleans Public Belt and the Duluth, Missabe and Iron Range.

We are optimistic that the final touches will be put on the proposed national contract in the near future, allowing for membership ratification.



Byron A. Boyd, Jr., International President
Paul C. Thompson, Assistant President
Daniel E. Johnson III, Secretary/Treasurer
James M. Brunkenhoefer, Nat. Legislative Dir.

RSAC brings progress

On January 2, the Federal Railroad Administration (FRA) issued a Notice of Proposed Rulemaking regarding sanitation standards for toilet and washing facilities in locomotive cabs.

With that notice, the FRA detailed the rules it will likely put into place, and opened a comment period extending through March 5.

The long-overdue rules call for daily inspections and spell out when, where and how specific conditions must be met, and prohibit non-compliant units from being used until repaired or made sanitary.

As is often the case, the story behind the story is as significant as the main event, and in this case, we applaud not only the arrival of the proposed rules, but also the process that produced them.

A product of the Rail Safety Advisory Committee (RSAC) on Locomotive Cab Working Conditions, the rules result from what can be considered "negotiated rulemaking."

In the past, such rules may well have been formulated behind closed doors, with little or no input from those affected.

The result may well have been time-consuming, costly trips to court that, in the long run, serve no one.

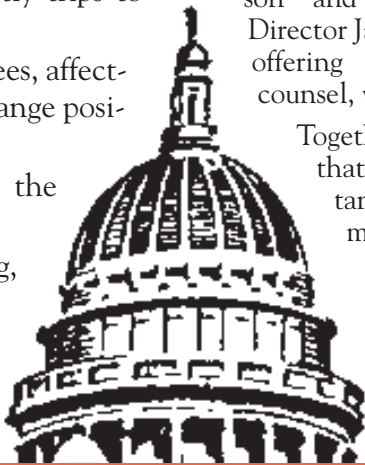
With the RSAC approach, the railroads, their employees, affected suppliers and the government have a chance to exchange positions and reach consensus in formulating the rules.

And once consensus is reached, it tends to remove the arguments about implementation.

No one gets everything, but everybody gets something, and measurable, timely progress results.

In the near future, the process is expected to produce rules on such issues as locomotive crashworthiness, cab noise and temperature, and positive train control.

We remain optimistic that RSAC will continue to serve us well.



WASHINGTON WATCH

By James Brunkenhoefer

A personal message

First, let me say it is a tremendous honor and privilege to serve as president of this great union.

My father was a member and officer of this union, and my roots run deep in the UTU's predecessor unions.

The UTU recently ended a chapter in its history. The unexpected resignation and retirement of Charlie Little surprised many.

I know I'm not alone in offering Charlie my sincere gratitude for his years of service.

As president of your union, I pledge to do my utmost to fulfill the duties of this office and continue to bring pride and honor to the United Transportation Union.

To that end, I have the good fortune of being surrounded by the finest union officers in the transportation industry, who understand what needs to be done to meet our goals.

Together, with Assistant President Paul Thompson, General Secretary and Treasurer Dan Johnson and National Legislative Director James M. Brunkenhoefer offering their experience and counsel, we will set our course.

Together, we share the belief that our heritage is important, but our future is even more important.

We will continue our quest for the unification of the railroad operating crafts, including the initiative begun on the Union Pacific-

ic. It is our belief that the longstanding differences and rivalry between the UTU and the Brotherhood of Locomotive Engineers should be resolved by the leadership of both unions.

However, we remain dedicated to continuing toward that which is historically inevitable. That includes pressing for elections on railroads as appropriate in case mutual resolution is not achieved.

Together, we pledge to continue working for a reform of Railroad Retirement that will put the system on a sound financial footing, fix its longstanding inequities, and offer all rail workers an earlier and more secure retirement.

Together, we pledge to secure the best possible national agreement ending the disparity between pre- and post-'85 employees.

Together, we pledge to remain progressive, open and pro-active in all our efforts to maintain the UTU's reputation as the preeminent transportation union in North America.

We will keep our minds open to new ideas, and we will meet the challenges faced by all transportation employees, whether locomotive engineers or conductors, trainmen or switchmen, yardmasters or bus operators, mechanics or airline pilots.

As we move forward, I give thanks for your prayers and support.

We believe the best part of the story is yet to come.

Remember, our aim is in our name.



Byron A. Boyd, Jr.

Beware the words "I Am Just Here To Help You"

You just got injured on the job.

First of all, you are in pain. Before you can be transported to a medical facility, a railroad representative meets you. He starts asking a million questions. Some of these representatives are good actors and would like you to believe that they care about you. They say that they really, truly want to know how the accident took place so that they can correct it. Most of you, however, recognize that the manager's real goal is to get you to make a statement showing that you are totally or partially to blame. This either limits or eliminates the railroad's responsibility for your injury. This ensures that you get less money for your injury. Sometimes less means nothing at all.



You will be faced with forms to fill out. You are told that these forms must be done immediately, even though you are disoriented or in pain. You are told that if you do not fill them out immediately you can lose your job. Of course, if you make a mistake filling out the form, you are charged with lying, for which you can be fired. From the moment you are injured, the railroad has one goal and one goal only: to save money – the money that you and your family would get.

The railroads also use similar tactics on everyone on your crew. They are looking for a way to make you a victim twice. They use the threat of discipline to insist that you go to their doctors, take their medical exams, etc.

These tactics are all well known.

There is now a new tactic. It appears that the BNSF has hit a new low. One of the forms that they have been asking workers to fill out is to allow for genetic testing. It sounds harmless, but it is probably the biggest threat that railroads

have ever used in dealing with injured workers. This is a new invasion of more than just your right to privacy. Such testing reveals a great deal about you. Not only could it be used against you in the event at hand, it also can be used against you throughout your career. You see, if the genetic testing shows that you are likely to eventually develop a disease that would be costly to treat, the railroad may find it cheaper to fire you in order to save on medical costs. They may use the information gained from your injury to essentially put a target on you. It is the railroad's intention to use the information for their benefit and not for you or your family's. We here in Washington, D.C., will be working on getting a federal law passed to prevent such testing in the future.

There is nothing pleasant about a lawsuit, no matter which side you are on. Yet, what do railroads expect when they treat injured workers this way?

The president of the United Transportation Union designates legal counsel to assist injured members. I think that this genetic testing scheme is a prime example of why injured members need that assistance. These designated legal counsel are very familiar with the railroads' techniques. All of these lawyers will meet with you and listen to what you have to say. Due to their experience, they have a better understanding of your problem than other lawyers. It is obvious that when you are injured, the sooner you consult with Designated Legal Counsel, the better.

Before you try to be cooperative with railroad management, please recognize that they have no obligation to your family or to you. That is your responsibility. You are entitled to legal advice when you are injured. Believe me, the railroads contact their legal department before they call the ambulance. They meet you at the scene, try to intimidate you and suggest that you not exercise the right that they have already exercised to protect themselves. Be careful. When you are injured on the railroad, and the manager tells you that "I am just here to help you," don't believe it.

Will the UTU prevail in 2001?

By Frank N. Wilner,
as published in the January 2001 Railway Age

The United Transportation Union intends to pursue a winner-take-all representation election for train and engine service (T&ES) workers this spring on a so-far unnamed Class I railroad. It is part of the UTU strategy to achieve a single industry-wide contract for all Class I employees working under the same locomotive cab roof. UTU President Charlie Little says he prefers a voluntary merger as the Brotherhood of Locomotive Engineers and the UTU tentatively agreed to in 1999. But after a BLE rank-and-file uprising forced a cancellation of wedding plans, the UTU pursued an involuntary craft consolidation.



Wilner

Yes, the National Mediation Board (NMB) last month (December 2000) affirmed an arbitration award denying the UTU a representation election for all T&ES employees on the Union Pacific. And yes, the arbitration award was a victory for the BLE. Yet Little is optimistic that if NMB members themselves vote on his next petition for a representation election, the UTU will prevail before the NMB and certainly in the election as UTU members vastly outnumber those of the BLE.

With rail union employment more than halved in recent years, the UTU says it is a waste of scarce resources for it and the BLE separately to pursue wage and benefits negotiations and to file and pursue grievances. Craft lines have been pretty much blurred anyway, says Little. Conductors and brakemen hired since 1985 must accept promotion to engineer or be washed out of T&ES. Engineers also must flow back to conductor and brakeman when demand for engineers ebbs. It now is common that BLE and UTU members are covered under each other's contracts at some point in their careers.

Politics may have had much to do with the appointment by the NMB of the three-member arbitration panel last year after BLE President Clarence Monin was ousted in a recall election, merger negotiations were terminated, and AFL-CIO officials were unable to broker a peace between the BLE and UTU.

Arbitrators Richard Bloch, Richard Kasher and Arnold Zack ruled that the record presented them was "insufficient" to end a century of craft and seniority separation on UP and permit a winner-take-all representation

election. The NMB affirmed that decision without comment last month, even though on the same day Jacobsen and Duggan concluded in a lengthy decision that modern practices had blurred historic craft distinctions on the Terminal Railroad Association of St. Louis (TRRA) as they had on the Tex-Mex and Florida East Coast. The TRRA decision in favor of the UTU and a representation election validated what the UTU had told the arbitration panel.

NMB Democrat Ernest DuBester, whose third term expires in July and who will depart in favor of a Republican, dissented in the TRRA case, saying it was improper to "deviate from the historical patterns of representation in the railroad industry. Mandatory progression into the engineer position...does not indicate that engineers no longer have separate and distinct core duties." His reasoning followed that of the arbitration panel.

It was not lost on anyone involved in the case, however, that DuBester, who joined the NMB from the AFL-CIO, might be returning in July and that the UTU disaffiliated from the AFL-CIO last year after being sanctioned for raiding the BLE's membership. A merger between the BLE and the UTU should not be decided by the NMB based upon a representation election, said DuBester.

The primary function distinguishing engineers from trainmen, said DuBester, "is that engineers operate locomotive units using train handling skills that assure ontime/on-plan movement, fuel efficiency, rule compliance, derailment prevention, and safety." BLE President Ed Dubroski said that is why engineers require a federal certification.

Yet Little said he was "very encouraged" by the Jacobsen and Duggan votes in the TRRA case "because the same kind of evidence in the same format that won the TRRA case can be presented in a new UP case" that likely will be heard by Jacobsen and Duggan. UTU Assistant President Byron Boyd said the UTU "has not ruled out any Class I property" for filing of the next representation election petition.

As for a BLE-UTU merger, "it is far from dead," said Boyd. "When one cuts through the rhetoric, it is the right thing to do for the right reasons because a single union for all operating employees means the membership is best served." Dubroski, who must stand for re-election later this year, says the issue is not affiliation, but choice of affiliation. The BLE continues to look at other merger partners, but a serious paramour has not emerged.

Cunningham appointed human rights coordinator

CLEVELAND – Ray Cunningham, Jr., has been named by International President Byron A. Boyd, Jr., to serve as UTU's human rights coordinator, a position created to educate and promote awareness of the advantages brought by diversity.

"The transportation industry continues to benefit from the increasing involvement of both sexes and all races," Boyd pointed out. "As we enter this new century and new millennium, it is time that we take steps to proactively deal with the related issues and capitalize on the strengths and resources that our organization's diversity makes available to us."

Cunningham, an Amtrak conductor and local chairperson of Local 1933, Washington, D.C., believes diversity represents a resource the UTU can't afford to ignore.

"On Amtrak, it's mandatory to receive diversity training," said Cunningham, "and more and more companies are recognizing the opportunities to either prosper or fail that are related to how they deal with the diversity of their workforce."

Cunningham brings 33 years of rail experience to the position, including the insights gained from 23 years spent in local union positions.

"When we see smoke, we're not going to wait for a fire to break out," he said. "We want to put out the sparks, and educate as we do it."

Cunningham pointed out that his position is more like a part-time job, and that he'll continue to work with Local 1933. "But if there's trouble somewhere, and President Boyd wants me to find its source and fix it, that's where I'll go."



International President Byron A. Boyd, Jr. (right) congratulates Ray Cunningham on his appointment as the union's human rights coordinator.

UTU, TCU defend 13(c) protections

CLEVELAND – An effort led by the UTU and the Transportation Communications International Union (TCU) has resulted in the preservation and strengthening of the Federal Transit Act's (FTA) section 13(c) provisions protecting a wide range of transportation workers.

A decision by former U.S. Secretary of Labor Alexis Herman to enforce the FTA's section 13(c) was upheld by the U.S. District Court for the District of Columbia in a ruling issued on January 13, signaling an immediate victory for Bay Transit Authority (BTA) commuter rail service workers in the San Francisco area.

The jobs of BTA workers were threatened when Herzog Transit Services sought to bid against Amtrak for the renewal of a contract to operate commuter rail services. The Herzog bid would not have complied with section 13(c) regulations, giving Herzog a competitive advantage over Amtrak and sparking Herman's decision.

"This was a significant win," said UTU International President Byron A. Boyd, Jr. "The ruling affects more than just those UTU-represented conductors and assistant conductors working on Amtrak. It offers aid and support to all transportation workers whose contracts rely on the protections afforded by section 13(c)."

The TCU and the UTU took the lead in intervening last autumn in support of the Department of Labor, which insisted that the Herzog bid would have to respect and comply with the 13(c) provisions.

Joining the UTU and TCU later were the International Association of Machinists and Aerospace Workers, the International Brotherhood of Electrical Workers, the Service Employees International Union (which has a division that represents the Firemen and Oilers), and the Brotherhood of Locomotive Engineers.

Among other things, the 13(c) provisions authorize the secretary of labor to condition the certification of bids in order to protect workers' collective bargaining rights.

The district court held that Herman's decision was "neither arbitrary, capricious, nor unlawful," and instead was "fair and equitable" in upholding 13(c) provisions.

UTU backs efforts to save nation's steel industry

By Eric J. Eakin
UTU News Staff Writer

CLEVELAND – UTU members should be vitally concerned about the sad state of the steel industry in this nation.

Railroads are the arteries that bring coal, coke, iron ore, limestone and other raw materials to the mills.

Railroads are the veins that carry finished products, like rolled and coiled steel, steel bars and sheets, automobiles and refrigerators, to market.

Railroads are essential within steel mills, transferring special tank-car loads of 2,000-degree molten metal to casting plants, moving tons of scrap metal from finishing plants back to the mills for re-processing.

Last year, railroads hauled more than 818,000 carloads of metallic ores, 211,000 carloads of coke, 719,000 carloads of metals and metal products.

A healthy steel industry means a healthy railroad industry.

That is why the long, downward spiral in the health of the U.S. steel industry should be especially troubling to all UTU members and their families.

Consider LTV Steel

LTV received about \$5 billion (that's \$5,000,000,000) in 1999 in revenues. It spent \$320 million in wages in 1999, and another \$200 million for health care benefits for its 100,000 covered workers, families, retirees and their spouses.

LTV also lost \$212 million in 1999, and



Lenny Conetsco
River Terminal Railroad

Lenny Conetsco, Local 27 secretary, treasurer and legislative representative, is a TPEL Gold Card member for a good reason. While he "absolutely supports the efforts of the Steelworkers," he stressed the importance of TPEL and self-help. "We have got to get the politicians involved (in saving the nation's steel industry)," Conetsco said. "That is why TPEL is so important."

another \$368 million in the first nine months of 2000.

It declared bankruptcy right after Christmas. That filing put creditors on hold so it could keep operating and consider the alternatives.

Over the past few years, the steel company spent a ton of money building a nonunion minimill in Alabama. That investment went from bad to worse when management couldn't get the mill to run right. Then it overpaid for two steel tubing companies. Shortly before throwing in the towel, former CEO Peter Kelly assured LTV shareholders that time would prove those investments to be wise ones.

"Nearly 40% of our business has been lost, and prices have fallen to their lowest levels in 20 years," said William H. Bricker, chairman and chief executive officer of the troubled steel company, which has piled up \$368 million in losses this year and hasn't seen an annual profit since 1997.

LTV employs about 5,000 in the Cleveland, Ohio, area and 7,000 elsewhere in Ohio. Also,



A Cuyahoga Valley locomotive, run by UTU members, services one of the giant furnaces at LTV's Cleveland works. But for how long? LTV declared bankruptcy in December, one of 14 steel companies to seek protection recently.

an estimated 40,000 people work at jobs related to the steel industry in Ohio.

Some of that money ends up in the pockets of UTU members. The LTV owns or has a financial interest in four railroads nationwide – the Chicago Short Line Railway, the Cuyahoga Valley Railway, the Monongahela Connecting Railway, and the River Terminal Railway – which employ close to 1,000 UTU members.

The problems at LTV, and at steel producers nationwide, is cheap foreign steel.

Most steelmakers have accused foreign companies of selling steel in this country at below cost, and last month a federal agency agreed that the imports are hurting the domestic steel industry. Despite that ruling, it will take months, at best, for action that could provide price relief.

Since these foreign steel producers pay slave wages, and don't have to pay to conform to laws on air and water pollution, workplace safety, pensions or health-care costs, they can pump out steel at a fraction of the cost of U.S. producers.

The United States is the only industrialized nation that doesn't produce all the steel it uses, a bad indicator. In fact, 24% of steel used in U.S. in 1999 was imported.

If we allow the steel industry to go belly-up, we undermine many other industries, including metal forming, the railroads, mining, automobile manufacturing, the aerospace industry, the whole community.

Becoming dependent on foreign steel is bad for national defense, bad for the economy, bad for the working men and women of this country.

That is why the UTU is backing efforts by

the United Steelworkers of America to clamp down on the use of foreign steel.

The Steelworkers have proposed a plan that includes restraints on imports, loan guarantees and surcharges on steel to fund retirees' health care.

The union contends that the steel industry is collapsing under a flood of low-cost imports, a slowing economy and high utility costs. The crisis has sent 14 companies, including LTV, to bankruptcy court in the last four years.

The union wants legislation that includes a \$10-per-ton surcharge on all steel sold in this country regardless of where it is made, as well as five years of import restrictions and a \$10-billion loan fund. The union said a surcharge funneled into health-care costs would not relieve companies of contractual obligations but would offset costs for those steel makers with the most retirees.

The union estimates it has 500,000 retirees, including about 42,000 at LTV. That doesn't include the estimated 250,000 surviving spouses who also get benefits.

For LTV, the annual cost of health care is about \$200 million, with more than 60% of that going for retiree benefits.

"I've got to believe, deep in my heart, in the end the Bush Administration is going to do the right thing," George Becker, former president of the 700,000-member United Steelworkers of America, said in January.

Becker said Cleveland's LTV was only one of 14 steel companies in recent years to begin bankruptcy proceedings. "A lot more are right on the brink, ready to fall over the edge," he said. "The industry is going to go down if something is not done."



A River Terminal locomotive gets ready to haul carloads of red-hot slabs of steel from one of LTV's blast furnaces. UTU members on the carrier fear for their jobs if the mill closes.

The Steelworkers are eager to reach out to the Republican administration even though Bush has enthusiastically backed the very free-trade positions that organized labor blames for the flood of cheap steel imports into U.S. markets.

Bricker said an LTV shutdown would mean no paychecks for 18,000 employees; no health-care payments for 100,000 employees, retirees and their dependents; and a major blow to the company's 8,400 suppliers.

"I hope the government would do its part to stop the dumping of foreign steel in this country," said Vice President Pete Patsouras, who handles negotiations for most of the steel railroads represented by the UTU.

"These other foreign governments subsidize their steel industries. Why can't we do the same here?" Patsouras noted.

"Foreign steel makers are paying slave wages, using slave labor," Patsouras said. "Should we buy steel made by slaves just because it is

"Foreign steel makers are paying slave wages, using slave labor. Should we buy steel made by slaves just because it is cheaper? Hell, no."

UTU Vice President Pete Patsouras

cheaper? Hell, no."

"The financial health of the steel industry directly impacts the rail industry," Patsouras said. "The railroads haul coal, steel and iron ore, and there will be a ripple effect if the steel industry goes under. It won't be just the steel railroads that are affected. It will be all railroads, especially the Class I railroads, and everyone who works for them."

General Chairperson Dennis Schuler said he has seen a steady decline at LTV since he started there in 1965.

Schuler now serves as general chairperson of the River Terminal Railway, which services the former Republic Steel works, now part of LTV Steel. Trainmen employed by the River



Brett Berkihiser
River Terminal Railroad

Brett Berkihiser, a conductor on the River Terminal Railroad and member of Local 1661 at Cleveland, says closing LTV "would mean sadness, unemployment. Everyone should buy American cars." Berkihiser also noted the increase in trucks hauling steel and other materials into and out of LTV. "They are hauling stuff we should be hauling," he said.

Terminal are members of Local 1661, Cleveland. Enginemen on the River Terminal are represented by Local 27.

The railroad operates about 80 miles of track, running throughout the plant in the shadow of downtown Cleveland south along the Cuyahoga River. It connects with CSX and NS.

The UTU represents 165 workers at the River Terminal.

So far, things are good on his property, Schuler said, with only four workers laid off. That will certainly change if LTV goes under, he said.

"When I started in 1965, there were 900 guys working for the railroad. Ten years ago, there were 320. Now we have 165," Schuler said.

"When I started in 1965, the Republic Steel plant had 9,500 people working in the mill. Now they have 4,000.

"We used to have coke plants there, but because of environmental regulations and other things, they found out it was cheaper to mine coal in West Virginia, ship it to Brazil, make it into coke and send it back to Cleveland. It's crazy," Schuler said.

"We run seven jobs every eight hours, 24 hours a day, and it would go down to one crew every other day" if LTV were to close, Schuler predicted.

"I feel bad for some guy who is 40 years old and works up there" at the River Terminal, Schuler said. "This time it is serious."

Larry Moore, general chairperson of the Cuyahoga Valley Railroad, which services one section of the LTV steel mill in Cleveland, says times are tough on his property.

Local 1748, which represents trainmen,

enginemen, maintenance of way personnel, diesel shop employees and clerks employed by the Cuyahoga Valley Railway, had all but 16 of its members furloughed on November 15, when the mill was shut down. The mill reopened Feb. 4.

"When I started in 1971, we had at least 70 engineers, firemen on all the jobs, 150 trainmen," Moore remembered. "Then, we lost a lot of jobs in 1993, maybe 40%, because they closed the mold yard.

"When things are back to normal we will be working three furnace jobs a day, handling scrap metal, hauling coke, doing interchange work and servicing the finishing mill," Moore said. "But for how long?"

"The rumor I heard is they (LTV) were going to rebuild the blast furnace in the fall, but I don't think they have the money. The furnace is on its last legs. If they don't get it back up we could be back where we were in November."

"With this economic downturn, it hasn't been good," Moore said. "Back in 1993, when LTV came out of bankruptcy, the stock was \$20. But they didn't reserve any cash for this slowdown. They were making money in 1998 but the last two years they have gone under."

Moore blamed cheap overseas steel, the economic downturn, and missteps by LTV management for most of the problems.



Mark Vesel
River Terminal Railroad

Mark Vesel, a conductor with a wife and two kids, and a member of Local 1661, supports the efforts of the Steelworkers. "Without the Steelworkers we won't have jobs. Two months ago it didn't look very good." LTV laid off virtually all of the River Terminal workers on November 15. Most of them went back to work in mid-January, but for how long?

LTV's problems also came at a bad time for the members of the local. "We are in the midst of contract negotiations and our contract is usually patterned after what the steelworkers get," Moore said. "We are worried that the steelworkers may give back something on pensions, vacation time. We don't know what they may do. But management will be after us for the same thing.

"Most of our guys are around 50 years old, and we are hanging on to the edge," Moore said. "Being furloughed at 50 is scary. It's not a good thing."

Norm Hare, general chairperson on the Cuyahoga Valley Railroad, which services the LTV Steel mill in Cleveland, says the UTU members under his jurisdiction are at LTV's mercy. "Without financing, (LTV) could close down next month. Nobody can predict what will happen. I have no idea what might happen. Nobody can call that."

There were 115 men on the roster when Hare started railroading in 1968; there are less than 50 now.

Hare blames the problems at LTV "50% on foreign steel, and 50% on bad management. Even with sanctions (on the import of foreign steel) they (LTV) would still find a way to screw it up. They don't have Clue One. They can't tell us how to do our jobs, they just tell us what they want done and we find a way to get it done."

An industry on the edge

Several large U.S. steel makers have filed for Chapter 11 bankruptcy protection in the last two years, putting thousands of employees out of work.

Northwestern Steel & Wire Co.

Headquarters: Sterling, Ill.
Filed: Dec. 19, 2000
Status: Plants remain open

Wheeling-Pittsburgh Steel Corp.

Headquarters: Wheeling, W. Va.
Filed: Nov. 16, 2000
Status: Plants remain open

Gulf States Steel Inc.

Headquarters: Gadsden, Ala.
Filed: July 1999
Status: In November, bankruptcy changed from Chapter 11 reorganization to Chapter 7, liquidation of all assets. Bondholders hope to attract investor, then convert bonds to stock in new company.

Qualitech Steel Corp.

Headquarters: Pittsboro, Ind.
Filed: March 1999
Status: Attempts to auction the plant in July 1999 failed when lenders rejected bids. Last December it laid off 84 workers and said it will soon run out of operating capital.

Geneva Steel Co.

Headquarters: Vineyard, Utah
Filed: February 1999
Status: Reorganization plan approved by federal judge in November; \$110-million loan guaranteed by U.S. Commerce Department.

Laclede Steel Co.

Headquarters: St. Louis, Mo.
Filed: November 1998
Status: Reorganization plan approved by federal judge last December. Negotiating \$62-million loan from group led by General Electric Capital Corp.

Acme Metals Inc.

Headquarters: Riverdale, Ill.
Filed: September 1998
Status: \$100-million loan guaranteed by U.S. Commerce Department.

CSC, Ltd.

Headquarters: Warren, Ohio
Filed: January 2001
Status: Has laid off most of 1,300 workers; the rest could follow unless buyer is found.

Little retires

Continued from page 1

tion period.

"We are all indebted to Charlie Little for his many years of dedication and service to both organizations," Boyd said, "and we wish him many fruitful years of well-earned retirement."

In accordance with the UTU Constitution, the UTU board of directors filled the vacancy created by Boyd's succession by electing General Secretary and Treasurer Paul C. Thompson, 61, to the post of assistant president, and elected Vice President Daniel E. Johnson III, 54, to serve as general secretary and treasurer.

A two-thirds vote of the board of directors is required to fill vacancies in the posts of assistant president and general secretary and treasurer, according to Article 2 of the UTU Constitution.

Immediately following the board's selection of Thompson and Johnson, Boyd and Thompson were administered the oath of office by National Legislative Director James M. Brunkenhoefer. Johnson was not present for the board meeting, which took place in Cleveland on February 8.

Effective March 1, U.S. Alternate Vice President-West Arthur Martin III filled the vice presidency vacated by Johnson. Martin, 54, who was serving as general chairperson on the Union Pacific Railroad's (UP) eastern district (GO-953), is succeeded in that position by D.L. Hazlett of Local 495, Salina, Kan., who held the associate general chairperson post.

Little, 64, was elected UTU International president in 1995, and re-elected by a landslide to that position in 1999.

Boyd, 54, a member of UTU Local 117 at Vancouver, Wash., was born July 25, 1946, in Seattle, Wash. He began his railroading career in 1964 as a brakeman for the UP, was trans-

ferred to engine service in 1968, and was promoted to locomotive engineer in 1971.

Boyd was elected vice local chairperson in 1969 and was elevated to local chairperson later that same year. In 1975, he became the vice general chairperson on the consolidated UP system committee, and in 1978, attained the post of general chairperson.

Delegates at the 1983 convention elected Boyd to the position of vice president. He was re-elected to that post at the 1987 and 1991 conventions. At the 1995 convention, Boyd was elected assistant president, and was re-elected to that position by acclamation in 1999.

Thompson started on Santa Fe

Thompson began his career in 1959 on the Santa Fe Railroad as a locomotive fireman, and was promoted to engineer in 1968. He joined the Brotherhood of Locomotive Firemen and Enginemen, a UTU predecessor union, and was elected president of Lodge 298 (now UTU Local 94 at Kansas City, Kan.) in 1968.

Thompson was elected vice general chairperson on the Santa Fe in 1975 and general chairperson in 1979. He served as a delegate at the 1971, 1975 and 1979 conventions, and was elected vice president by the delegates at the 1983 convention. He was re-elected to that post in 1987, 1991 and 1995. At the 1999 convention, Thompson was elected general secretary and treasurer.

Johnson began his career in 1966 as a brakeman on the Southern Pacific, and was promoted to conductor in 1970. He joined Lodge 460 (now UTU Local 807 at Tucson, Ariz.) of the Brotherhood of Railroad Trainmen, a UTU predecessor union, in June 1966, and served as vice local chairperson from 1969 to 1972, local chairperson from 1973 to 1980, local legislative representative from 1971 to 1980, delegate from 1975 to 1979, chairperson

of the Arizona State Legislative Board from 1975 to 1983, vice general chairperson from 1981 to 1990, and general chairperson from 1990 to 1997.

Johnson was elected alternate vice president-west in 1995, and became vice president in June 1997. He was elected to that post at the 1999 convention by acclamation.

Johnson also chaired the Southwest General Chairpersons' Association from 1991 to 1996, the Western General Chairpersons' Association from 1996 to 1997, and was a member of the UTU/BLE Merger Committee in 1993. A member of the UTU's National Negotiating Committee in 1995 and 1996, he continues to serve in that capacity and has been a member of the National Wage & Rules Panel since 1997.

Martin's seniority on Union Pacific

Martin began his career on the UP as a clerk in 1966 and joined the former Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees (BRAC), now known as the Transportation Communications Union (TCU). He transferred to engine service and joined the UTU in 1974.

A member of Local 78, Pocatello, Idaho, Martin served as vice local chairperson from 1979 to 1983, local chairperson from 1983 to 1990, general chairperson from 1990 to 1993, and held the post of associate general chairperson from 1993 until his predecessor's retirement in July 1998, when he again took the post of general chairperson. He was elected U.S. alternate vice president-west at the 1999 convention.

A fourth-generation railroader and father of two, including a son who is employed as a UP conductor and a daughter, Martin is a member of the Elks and the Idaho State University Bengal Foundation. He is a veteran of the U.S. Air Force and served in southeast Asia.

TRRA workers

Continued from page 1

representation."

President Boyd thanked General Chairperson Dave B. Weir (GO 919), Local President Tom Kennedy and Secretary and Treasurer John I. Payer, who are members of Local 469, Madison, Ill., as well as Organizing Representative J.R. Cumby of Local 1962, Toledo, Ohio, and Vice General Chairperson Jim Herndon (GO 436) of Local 565, Centralia, Ill., for their determined and successful efforts.

The TRRA representation election was ordered by a National Mediation Board (NMB) ruling on December 22, 2000, that included the finding that a single craft or class of operating employees is appropriate where the facts indicate a "mandatory progression from train service to engine service, and [a]

similarity in working conditions and job functions...."

The Brotherhood of Locomotive Engineers (BLE) had filed a petition with the NMB on December 26, 2000, asking for a reconsideration of the board's December 22 decision. Fearing a loss in the election, the BLE then filed for a stay of the election on January 3, 2001. The NMB ultimately denied both of the BLE's requests.

In refusing to grant the relief the BLE requested in its motion for reconsideration, the NMB majority found that significant cross-utilization is not a factual predicate to a single-craft ruling.

President Boyd noted this action by the NMB and the vote of the employees on the TRRA supports the UTU's representation initiative.

As a result of the election, GO-919 has become the first unified UTU general com-

mittee of adjustment composed completely of a class of employees certified by the NMB as train and engine service employees.

Last year, UTU was certified on the Texas-Mexican Railroad by the NMB to represent train and engine service employees.

GO 919 also represents train and engine service employees on the Manufacturer's Railway, where a similar victory was scored late last year.

"Credit for making this victory possible goes to a lot of hard-working individuals, but special mention should be made of the call team captains who helped turn out the vote," Cumby noted.

Cumby also thanked Local 469 Chairpersons Bobby Maurer and Jack McKee, as well as Vice General Chairperson Herndon, who works with General Chairperson Jerry L. Batton representing workers on the Illinois Central.

Charlotte

Continued from page 1

who took the time and showed the concern to vote on this contract," said Local President James Shannon. "The union will continue to work on better health care and an improved retirement package during the next three years."

Shannon noted that dissatisfaction with the company's stance on health care and retirement, as well the fact that the property is in a right-to-work state, held up approval of the contract and led to the community's fear that

a strike might be imminent.

Besides concerns about the rising cost of health-care premiums, members wanted to establish a lower retirement age, while the company was determined to increase it from 63 to 65 years of age. In the end, provisions regarding retirement age and health care remained the same as in the previous contract.

The low percentage of union members in the bargaining unit weakened the local's negotiating position, Shannon said. Of the system's roughly 500 workers, only about half are members of the union. Because North Carolina is a right-to-work state, bargaining unit members

need not join a union, but are covered by union contracts.

Despite strong support for a strike from many bus operators, Shannon said he was concerned about the chances for a successful action because "we would have had half the drivers crossing the picket line."

Shannon promised to stage an organizing effort among employees before the three-year contract expires, saying, "Strength in numbers is our goal."

The company, which manages the 225-bus Charlotte Area Transit System, supplies services to about 40,000 passengers daily.

Help others during Join Hands Day, June 16

CLEVELAND – The UTU/UTUIA is proud to join together with the 88 other not-for-profit fraternal benefit societies comprising the National Fraternal Congress of America to sponsor “Join Hands Day,” a nationwide day of volunteerism, learning and fun.

Join Hands Day, set for Saturday, June 16, gives members a chance to mobilize to make life better for those less fortunate, to work and learn with young adults, and to prove again that UTU/UTUIA members are the greatest volunteers in the world.

Participation can take any number of forms, from cleaning streets or helping seniors, to repairing playground equipment, painting over graffiti, or removing trash from streams. The important thing is to do something, and tell us about it! Photos and stories about your projects could appear in a future edition of the *UTU News* to let others know how you participated to make Join Hands Day a success.

Send your project ideas, on the form printed at right, to: Sandra J. Kranick, Fraternal Coordinator, UTU/UTUIA, 14600 Detroit Ave., Cleveland, OH 44107. For more information, contact Kranick at (216) 228-9400, ext. 203.

“I was extremely pleased with the success and level of participation on the part of UTU/UTUIA members last year,” Kranick remarked, noting that some 215 adults and 52 children associated with the UTU/UTUIA took part in events. “I know we can accomplish even more this year.”

No project is too small, and the possibilities are as unlimited as your imagination. Ideas to consider: Homelessness or poverty (prepare and distribute sandwiches, or organize a food drive); environmental concerns (clean a park, or volunteer at a recycling center); health issues (deliver meals to the homebound, or visit hospital patients); schools and education (hold a book drive for school libraries, or paint a mural on school walls), and humane animal treatment (walk dogs at an animal shelter).

Young people and adults working together as volunteers to help their communities, and themselves. That is the essence of Join Hands Day.

“The goal of Join Hands Day is to help change how adults and young people understand each other and get along,” Kranick said. “It is a way to help change the way Americans think and act across generations.”

“Young people love the opportunity to take leadership roles, to learn how to operate power tools, to be spokespersons on radio and television. They were surprised at how nice and helpful adults were to work with, and adults enjoyed showing teenagers how to paint, plant and fix, all for the benefit of the community.”

No project is too large or too small. You may join with other UTU/UTUIA members in your area to accomplish much more.

Please, plan to participate in Join Hands Day by sending in the planning form printed on this page before April 15, 2001.

Tell Us What You Plan to Do

Name _____ Local _____

Address _____

City/State/ZIP _____

Daytime phone () _____

E-mail _____

What is your sponsoring organization? _____

Number of adult volunteers expected: _____

Number of youth volunteers expected: _____

Are you seeking more volunteers? Yes No

New volunteers should contact you:

By phone By mail By E-mail

Describe your project: _____

Type of project (check one):

- | | |
|---|---|
| <input type="checkbox"/> Environment | <input type="checkbox"/> Health |
| <input type="checkbox"/> Education/Schools | <input type="checkbox"/> Neighborhood cleanup |
| <input type="checkbox"/> Homelessness/poverty | <input type="checkbox"/> Safety/Protection |
| <input type="checkbox"/> Help seniors | <input type="checkbox"/> Help children |
| <input type="checkbox"/> Other (explain) | |

Mail completed form to UTUIA, Join Hands Day, Attn.: Sandra Kranick, 14600 Detroit Ave., Cleveland, OH 44107, by April 15, 2001.

Organizing Report

Star Transit workers vote UTU in election

LAS VEGAS, Nev. – UTU Local 105 at Las Vegas, Nev., which represents bus drivers employed by Gray Line Tours of Southern Nevada, is about to expand its membership by nearly 100 members.

By a more than 2-to-1 margin, the airport shuttle drivers and tour bus operators employed by Star Transit chose the UTU to serve as their collective bargaining representative in a representation election held January 16.

Of the 92 Star employees eligible to vote in the election, 58 cast votes in favor of the UTU, 27 voted for no union representation, and seven did not cast ballots.

Ambrose Murray, president of Local 105, said the Star employees are eager to begin working on their first contract proposal. “We will be more than happy to help with that since the Star drivers are eager to be part of this unified Las Vegas local,” Murray told Bus Vice President Bernie McNelis.

“We want to congratulate the Star employees on this election,” McNelis said. “We are now waiting for the official certification of the election results from the National Labor Relations Board.

“Barring a protest from the employer, we will visit Star Transportation employees soon to gather their ideas for a contract and begin negotiations.”

McNelis also said he wanted to acknowledge the efforts of Gray Line Tours General Chairperson Jim McNealy and his committee for their hard work in this organizing campaign.

McNelis also praised the work of UTU Director of Strategic Planning John Nadalin, and General Chairperson Roy Arnold of Texas, New Mexico and Oklahoma Coaches in bringing the campaign to a successful conclusion.

TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)					
Altier, Joseph P.	29	Babylon, NY	Dickenson II, Glenn O.	490	Princeton, IN
Hajek, Francis P.	48	Norfolk, VA	Bruce, James D.	493	Waterloo, IA
Coffey Jr., Joseph A.	300	Philadelphia, PA	Frazer, Thomas R.	493	Waterloo, IA
Boudreaux, Joseph N.	965	Dallas, TX	Sand, John W.	493	Waterloo, IA
Barczak, Ronald J.	1000	Minneapolis, MN	Vanselow, Steven R.	493	Waterloo, IA
Feldman, Larry R.	1422	Los Angeles, CA	Dixon, Timothy L.	508	Smithville, TX
Hoey, J. Dillon	1895	Chicago, IL	Miller, Jeffrey Dean	533	Oswatome, KS
Tillery, Stephen M.	1929	E. St. Louis, IL	Moose, Dean R.	577	Northlake, IL
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)					
UTU Auxiliary Lodge	445	Roseville, CA	Benson, Patrick S.	581	Green Bay, WI
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)					
Craig, Steven E.	493	Waterloo, IA	Hacker, Ronald L.	581	Green Bay, WI
Sasse, Robert L.	493	Waterloo, IA	Larson Sr., John T.	581	Green Bay, WI
Montgomery, William G.	1245	Atlanta, GA	Poulter, Timothy R.	581	Green Bay, WI
Wright, Clemmie C.	1245	Atlanta, GA	Zblewski, Michael S.	582	Stevens Pt., WI
Hollar, Howard L.	1313	Amarillo, TX	Bragg, James W.	643	Ft. Madison, IA
Coleman, Shenita	1607	Los Angeles, CA	Dorman, Allen S.	643	Ft. Madison, IA
Zepeda, Raymond H.	1607	Los Angeles, CA	*Beavers, Donald R.	656	N. Little Rock, AR
DIAMOND CLUB (\$300 OR MORE PER YEAR)					
*Johnson, Carrol E.	283	Portland, OR	Duncan, Donald F.	770	Heavener, OK
Saunders, Randy L.	329	Boone, IA	Moody, Brandon E.	770	Heavener, OK
Bienick, Michael S.	419	Camden, NJ	Terry, Cody S.	770	Heavener, OK
Borges, Jaime	620	Chicago, IL	Thornburg, Jason E.	770	Heavener, OK
Hargis, John R.	750	Knoxville, TN	*Bortner, Lawrence W.	830	Harrisburg, PA
Neuweiler, Donald N.	773	Galveston, TX	*Lockwood, Charles F.	891	Whitefish, MT
Holt, James M.	965	Dallas, TX	*Garrett, John B.	933	Jefferson City, MO
Jones, Clarence J.	965	Dallas, TX	Newell, Mitchell J.	977	Pasco, WA
Wolfenbarger, Tim L.	1042	Oklahoma City, OK	*Ritz, John E.	1074	Freeport, PA
GOLD CLUB (\$100 OR MORE PER YEAR)					
Prudden, Richard E.	23	Santa Cruz, CA	*Hunt, Haywood J.	1129	Raleigh, NC
Farrell, Kevin J.	60	Newark, NJ	Richards, Henry	1190	Ludlow, KY
Gilligan, John W.	60	Newark, NJ	Kangas, Joseph S.	1292	Proctor, MN
Graef, David L.	60	Newark, NJ	Stahl, Glenn R.	1292	Proctor, MN
Lewis, Winston P.	60	Newark, NJ	*Chesser, Al H.	1313	Amarillo, TX
Russo Jr., Anthony J.	60	Newark, NJ	*Kerr, Harold R.	1374	New Castle, PA
Russo, Anthony J.	60	Newark, NJ	*Weaver, Herman R.	1376	Columbus, OH
Stinson, James E.	60	Newark, NJ	Clark, Evan G.	1388	St. Louis, MO
Ward, Willie J.	60	Newark, NJ	Goessling, Gary G.	1388	St. Louis, MO
Bove, Vincent A.	61	Philadelphia, PA	Blanton, Rick W.	1397	Columbus, OH
Comella, Anthony L.	61	Philadelphia, PA	Bell, Eric W.	1445	Elizabeth, NJ
Raney, George D.	84	Los Angeles, CA	Coppola, Carmine	1445	Elizabeth, NJ
*Wilson, Isaac	84	Los Angeles, CA	Henry, Timothy P.	1445	Elizabeth, NJ
*Rice, Douglas M.	95	Rensselaer, NY	James, Gregory H.	1445	Elizabeth, NJ
Finkes, Douglas J.	171	Aurora, IL	*Walker, Samuel F.	1458	DeQuincy, LA
Kolb, Robert A.	171	Aurora, IL	Keaveny, Tom F.	1462	Boston, MA
Usselman, Paul W.	233	Aberdeen, SD	Prochaska, Joseph T.	1470	Edmonston, MD
Knaub, Chris S.	257	Morrill, NE	Meade, Edward L.	1503	Marysville, KS
Wheeler, Graydon L.	257	Morrill, NE	*Young, Alfred L.	1544	Maywood, CA
Phelps, Jerry W.	278	Jackson, MI	Golliher, Jeff M.	1545	Monroe, LA
*Jacobs, Wayne W.	281	Milwaukee, WI	Fisher, William F.	1597	Chicago, IL
*Dittman, John	286	North Platte, NE	Marchi, Anthony J.	1597	Chicago, IL
Kraft, John L.	311	LaCrosse, WI	Windsor, William H.	1597	Chicago, IL
McCombs, William F.	349	Kansas City, MO	*Schneck, Elberta	R	Seymour, IN
Semler, Peggy L.	375	Edgemont, SD	UTU Auxiliary Lodge	318	Birmingham, AL
*Mills, Charles M.	453	Clinton, IL			
Gann, Wendell E.	459	Chattanooga, TN			

* = Retired Member

Senior News

Rail job offered way off the farm

Retiree D. L. Young, who recently celebrated his 85th birthday, believes he may be Fred Harvey's oldest-living former news agent, or "butch."



D.L. Young

As Young recalls, a butch sold newspapers, candies, apples and soft drinks aboard passenger trains. The Fred Harvey who founded the company that employed him had built a chain of restaurants and hotels, known as Harvey Houses, to serve rail travelers. The company recruited hundreds of young people from the late 1800s through just after World War II to staff the enterprise.

For Young, a member of Local 1252 in Fresno, Cal., the Harvey operation was a way off the farm. "It was better than chopping cotton in Texas," he said. "I picked 400 pounds a day, six days a week, and made two dollars a day. It was a lot easier making the \$3 a day as a butch on the railroad."

Young went to work for Harvey in December 1938. In April 1941, he and his wife, Thelma, went to visit her father in Fresno, Cal. While there, his father-in-law got him a job as a building contractor, bringing Young's days with Harvey to an end.

"After the war broke out, the Santa Fe trainmaster in Fresno hired me as a switchman," Young said. "It was 1942 and I had two boys and hearing problems, so the Army wouldn't take me. I joined the Brotherhood of Railroad Trainmen Lodge 871 about a month later, and still carry insurance with the union."

Young was promoted to engine foreman in 1944, went on the road as a brakeman, but by age 50, found he had diabetes. "I went to a yard job then so I could eat regularly," he explained.

Young retired in May 1976, and he and his wife will mark 66 years of marriage in April.

"My wife isn't too well, so we don't travel anymore," Young said. "But we have eight grandchildren, about 18 great grandchildren, and four great-great-grandchildren."

Support builds in Senate for Medicare drug benefit

A proposal to provide prescription drug benefits for all Medicare participants gained support last month, even though some Republicans are still insisting that Congress overhaul the entire program to cut costs.

Sen. John Breaux (D-La.) and Sen. Bill Frist (R-Tenn.) introduced a pair of bills they co-authored, one of which would restructure Medicare along lines sought by conservatives, creating options within the program that would offer various levels of insurance, including prescription drug coverage.

The other measure introduced by the pair would subsidize prescription drug costs under traditional Medicare coverage.

The senators' prescription drug coverage plan for all seniors would cost \$163 billion over 10 years, according to Congressional

Budget Office estimates.

Senate Finance Committee Chairman Charles Grassley (R-Iowa) called the plan to add drug coverage a good starting point, suggesting Congress would not be able to agree on more ambitious changes this year. The panel is responsible for writing Medicare policy, and Grassley said he hoped the committee would have a bill ready by August.

President Bush backs a limited drug plan for the poorest seniors, but says he wants more expansive change for the whole program. The cost of his limited proposal is estimated at \$12 billion a year.

Momentum in the Senate is toward a middle position that would provide drugs for all seniors without fundamentally changing the Medicare program.

Retired former union officials pass away

Four former retired UTU officials recently passed away, according to reports received at the International.

Gene C. McCoy, a member of Local 185, Brookfield, Mo., and former general chairperson of GO-245 (CB&Q/BN) from 1968 to 1979, passed away December 22, 2000. Brother McCoy, 84, had retired in January 1979.

Meade S. Stuckey, a member of Local 584, Meridian, Miss., and former general chairperson of GO-433 (IC/GM&O) from 1967 to 1975, passed away January 8, 2001. A resident of Orland Park, Ill., the 81-year-old had retired in 1975.

Gilbert B. Wood, a member of Local 1413, Jersey City, N.J., and former New Jersey State Legislative Director for the Brotherhood of Railroad Trainmen (a UTU predecessor union), passed away January 16, 2001. He was 95.

Jeremiah "Jerry" A. Parker, a member of Local 1672, New London, Conn., and former member of the Brotherhood of Railroad Trainmen's (BRT) board of appeals, as well as

the UTU's from 1971 to 1975, passed away February 10, 2001. A conductor with the New Haven and Hartford Railroad for 40 years, he also served as local chairperson and legislative representative for BRT Lodge 336, and then UTU Local 488. The 89-year-old had retired in October 1976.

Social Security offers monthly e-newsletter

Social Security recipients can keep up with the latest changes in benefits and rules through an electronic newsletter now available on the agency's website.

The newsletter includes various topics of interest, and e-mail subscribers can customize the information they receive in the free monthly updates, the agency said. All that's required to receive the publication is an e-mail address.

Those interested in subscribing can do so by signing up at <<http://www.ssa.gov/eneews>>.

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
2	Meinert, Melvin C.	Sandusky, OH	352	Burr, Kenneth A.	Englewood, FL	762	Hubert, William L.	Prattville, AL	1390	Hibbert, Russell J.	Trenton, NJ
78	Cerva, Robert J.	Pocatello, ID	385	Jordan, James	Yonkers, NY	762	Phillips, W.R.	Prattville, AL	1413	Wood, Gilbert B.	Fairfax, VA
145	Durfey, Robert W.	Xenia, OH	386	Lewis, Nick	Laureldale, PA	792	Kleiner, Paul G.	Chagrin Falls, OH	1421	White, Robert L.	Cumming, GA
171	Howell, Evan J.	Lisle, IL	412	Walters, Albert F.	Emporia, KS	903	Gordon, Jackie A.	Jacksonville, FL	1423	Worden, Jr., W.F.	Galesburg, IL
185	McCoy, Gene C.	Brookfield, MO	419	Millisky, Michael P.	Medford, NJ	965	Spears, Elbert	Scurry, TX	1534	Kozlowski, Frank J.	Beecher, IL
195	Wood, D.E.	Galesburg, IL	483	Lawrie, Robert G.	Wasaga Bch., ON	974	Bone, Henry P.	Nashville, TN	1545	Brand, Lawrence E.	Winnsboro, LA
243	Moore, Jarvis L.	Tyler, TX	492	Jefries, E.W.	Citrus Hts., CA	991	Saiter, Elwyn H.	Bloomington, OH	1557	Annaratone, J.J.	Memphis, TN
284	Dean, Robert C.	Largo, FL	525	Solee, Harvey R.	Lincoln, NE	1074	Moon, James L.	Sun City W., AZ	1581	Orand, Alfred H.	Bakersfield, CA
300	Berry, Jr., Charles L.	Wilmington, DE	584	Stuckey, Meade S.	Orland Park, IL	1129	Register, F.L.	Raleigh, NC	1638	Edward J. Selinka	Parma, OH
300	Obaza, Benedict D.	Edwardsville, PA	590	McCanna, Clifton A.	Bonita Spgs., FL	1227	Peak, George A.	Hutchinson, KS	1661	Jeffrey, Troy E.	Marysville, OH
305	Loos, John G.	Lincoln, NE	632	Madigan, Cyril T.	Johnstown, PA	1376	McCandlish, C.H.	N. Ft. Myers, FL	1672	Parker, Jeremiah	Indiatlantic, FL
309	Kopcik, Andrew D.	Osceola Mills, PA	733	Green, Hugh A.	De Queen, AR	1381	Abbe, Elmer	Blue Isle, IL	1780	Tinberg, Otis H.	Bonner Spgs., KS
322	Zlatohlavek, E.	Manitowoc, WI	744	Martin, Howard W.	Delphos, OH	1382	Durant, Ralph W.	Greenfield, WI	1886	Stallings, Billie J.	Big Sandy, TX
328	Wrightington, Jr., F.S.	Oakfield, ME	762	Cheatham, H.W.	Coosada, AL	1383	Haynes, Samuel R.	Bradenton, FL	1962	Highfill, Donald E.	Middletown, OH

NOTE: Erroneously included in this listing last month was Homer O. Morgan of Local 565, who resides in DuQuoin, Ill.

Register now for the 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.

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

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

The Regional Meeting agenda will be announced in coming issues of the *UTU News*, as will the details of the UTU/UTUIA Golf Tournaments held the Sunday morning before the first day of each meeting and the details of the UTU Auxiliary Tour.

All fees must be paid in U.S. funds only. Make all checks or money orders payable to "UTU Regional Meeting."

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

You should make your own room reservations at one of the hotels listed below. Please note certain reservation deadlines apply at each hotel.

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

Golf outings set

The UTU will hold golf outings the Sunday morning before both the Greensboro and Winnipeg Regional Meetings.

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

At Greensboro, golfers will play the beautiful and challenging Grandover Golf Course, 1000 Club Road, Greensboro, N.C. The golf course in Winnipeg will be announced in the next *UTU News*.

UTU Regional Meeting Registration Form

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

Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned social functions. **Pre-registration fees are \$125 per person;** children 11 years of age and under are complimentary.

On-site registration will be \$175 per person. All pre-registration fees must be paid in U.S. funds. Canadian funds will NOT be accepted. If you have questions, consult your checking or banking institution. Forms and payments must be received 10 days prior to the Regional Meeting.

Which Regional Meeting will you be attending?

Greensboro Winnipeg

Member Registration

Name _____ UTU Local _____

Title (if any) _____

Home Address _____

City/State/ZIP _____

Daytime telephone number _____

How would you like your Regional Meeting materials?

Printed CD-ROM

Spouse Registration

Name _____

Title (if any) _____

Will attend the UTU Auxiliary tour?

Yes No

Child Registration

Child name _____ Age _____

Child name _____ Age _____

Child name _____ Age _____

Guest Registration

Guest Name _____

Address _____

City/State/ZIP _____

Relationship to member _____

Golf Registration

Name _____

Handicap _____

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

Payment Options

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

Credit Card (please indicate type):

VISA MasterCard

Card number _____

Expiration date _____

Total amount charged \$ _____

Signature _____

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

UTU members can save money on cell phones with AT&T Wireless

UTU members and their families can save money on their cellular telephone service by signing up with, or switching over to, AT&T Wireless Services, one of the largest cellular carriers in the United States. The UTU International has reached an agreement with AT&T Wireless so that all members, active and retired, are eligible to receive these discounts. All new and existing AT&T Wireless customers will earn airtime and equipment savings, as well.

Enroll now and start saving!

If you have existing AT&T cellular service:

- Contact AT&T National Business Ordering toll free at 1-800-388-3235 (please do not call the UTU);
- Request to be added as an "existing subscriber" to the UTU Employee Sponsorship Program;
- **Provide UTU's Employee Sponsorship Foundation Account number: 11988;**



- Be prepared to give your wireless telephone number, name, billing address and contact phone number.

To begin new cellular service:

- Contact AT&T National Business Ordering toll free at 1-800-388-3235 (please do not call the UTU);
- Request to activate "new service;"
- **Provide UTU's Employee Sponsorship Foundation Account number: 11988;**
- Be prepared to give your name, billing address, contact phone number, social security number, date of birth, and drivers license number.

An AT&T representative will be happy to assist you with selecting the most appropriate rate plan and telephone.

This is another way that the UTU International, with its collective bargaining power, helps UTU members and their families get the most out of life.



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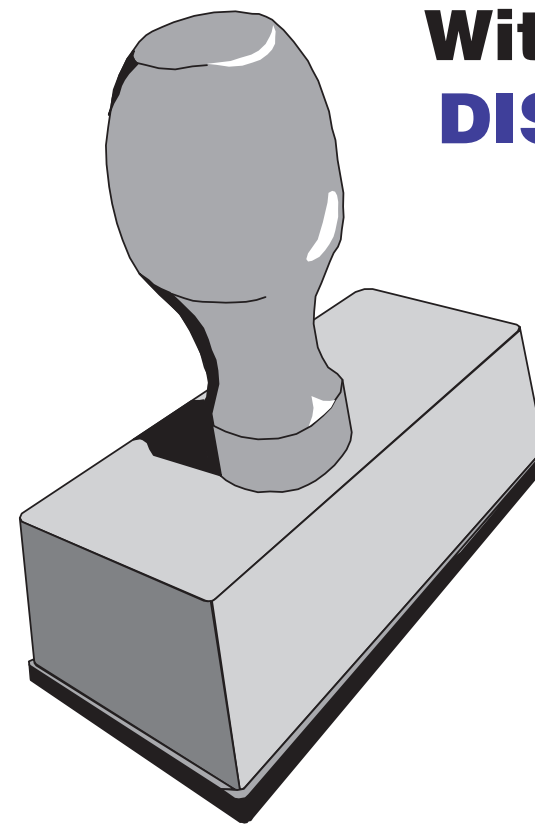


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Address	City	State
Telephone Number with Area Code	Zip	UTU Local Number



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