



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"On health and welfare, we showed the carriers how our plan saved \$10 million, yet now the carriers are referring to the BMW contract as a pattern. I can assure you, it is not OUR pattern!"

— UTU International President Byron A. Boyd, Jr.

UTU-BLE MERGER VOTE:

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News & Notes

LiftLine workers okay pact

SANTA CRUZ, Calif. — Newly organized members of LiftLine, which provides paratransit and specialized transit services, have overwhelmingly ratified a new pact with the company. The workers will soon join Local 23 at Santa Cruz. "The two-year agreement brings all workers of LiftLine to a living wage of at least \$11 an hour," General Chairperson Wally Brondstatter said. "We believe this to be the best contract for any paratransit operation in the country. This agreement provides a foundation for the rights of the workers, and sets a standard for other service agencies in this community."

MTA driver records lax

LOS ANGELES — A state audit has found that record-keeping by the Los Angeles County Metropolitan Transportation Authority is so lax that the MTA cannot ensure that it meets state and federal regulations designed to limit bus drivers' time behind the wheel and protect the public against fatigued operators. "MTA lacks an adequate system to prevent all violations of federal and state driving and on-duty time restrictions," state Auditor Elaine M. Howle said. She noted the MTA does not have a way to effectively identify all bus drivers who exceed driving or on-duty hour restrictions. As a result, the MTA is unable to prevent such violations, she said.

Election delayed

LANCASTER, Calif. — A representation election for Laidlaw bus drivers employed by Antelope Valley that was announced in last month's issue of the *UTU News* was cancelled just days prior to the election after Antelope Valley replaced Laidlaw with a new contractor. The new contractor is MV Transportation. "At this time, a new election petition has been filed with the National Labor Relations Board and we are working on an election agreement with the new contractor to prevent any further delays," said UTU Bus Vice President Bernie McNelis.

Senate to consider retirement legislation

WASHINGTON, D.C. — The UTU is pressing for quick action in the Senate on legislation to improve Railroad Retirement now that the House of Representatives has approved the measure.

Supporters of S. 697, the Senate version of the House-passed Railroad Retirement & Survivors' Improvement Act, are urging senators to act quickly in passing the bill in September. The Senate also may take up the House-passed H.R. 1140, and the UTU favors approval of that bill as well.

UTU members, active and retired, and their families and friends are requested to call and write their two senators, as well as all members of the Senate Finance Committee (see list, page 8), to urge their approval of S. 697, or H.R. 1140, without amendment, and as soon as possible.

"With passage of H.R. 1140 in the House, by a vote of 384 to 33, this legislation is one-third of the way through the approval process," UTU International President Byron A. Boyd, Jr., said. "We have passed the House and we

await action in the Senate. We will strive for final approval at the White House by getting President Bush's signature.

"It is expected that those opposed to this legislation will attempt to add 'killer' amendments in committee and we will do all that we can to oppose these efforts," Boyd said. "This is a repeat of history. This is exactly what the opponents of Railroad Retirement improvements tried last year when they managed to prevent passage. We must not permit this to happen again."

"We must continue to support both H.R. 1140 and S. 697," UTU National Legislative Director James Brunkenhoefer said. "The Senate could take up either document. While continuing to contact all members of the U.S. Senate, we should particularly focus on the members of the Senate Finance Committee. We should make as many contacts with both their Washington and district offices as possible. These contacts should

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**Call your
senators now!**

Legislation targets fatigue

WASHINGTON, D.C. — Legislation to limit the railroads' ability to implement employee availability policies has been introduced into the House of Representatives by Ohio Republican



LaTourette

Steven LaTourette, an influential member of the House Transportation and Infrastructure Committee.

Rep. LaTourette has supported every major legislative objective of the UTU. The bill was introduced at the request of the UTU Legisla-

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Negotiations continuing

CLEVELAND, Ohio — National contract negotiations between the UTU and carriers represented by the National Carriers' Conference Committee, which bargains for 95% of Class I railroads, are continuing.

A tentative agreement was negotiated with the carriers in September 2000. One year later, because of delaying tactics employed by the carriers, it still has not gone out for ratification.

"The problem is that the railroads are stalling over the timing of elimination of entry rates of pay for current employees," International President Byron A. Boyd, Jr., said. "The carriers said they made a mistake in the language agreed to by both sides. They now say they never intended that the elimination of entry rates would apply to brakemen.

"If that is what they think, they did make a

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Around the UTU

News from around the U.S. and Canada

Local 4, Charny, P.Q.

Members recently increased local dues by a dollar per member, said Secretary and Treasurer **Louis François Garceau**, who can be contacted by phone at (418) 832-1502, or by sending e-mail to yahwe@total.net.

Local 104, Sault Ste. Marie, Ont.

Members working for Sault Ste. Marie Transportation Commission recently celebrated achieving more than 246,069 hours (615 days) on the job without injury or illness, said General Chairperson **Blair Reid**, who attributed the accomplishment to high morale.

Local 238, Ogden, Utah

Retired conductor **Lloyd Clark** is working on a book and seeks those who can offer recollections about the Southern Pacific Railroad, the building of the Lucin Cutoff, the rise and fall of passenger service, and construction of the trestle across the Great Salt Lake. Contact him at 2590 E. Hubbard Rd., Meridian, ID 83642-7220.

Local 240, Los Angeles, Cal.

Members forward their condolences to family and friends of 39-year rail veteran **Al T. McKinnon**, 59, who died following a heart attack on July 19, said Secretary and Treasurer **Fred G. Comeau**.

Local 471, Eugene, Ore.

A perfect day greeted the 120 who participated in the Fifth Annual J.C. Anderson Memorial Golf & BBQ Tour at Diamond Woods Golf Course last month, said Legislative Representative and Assistant State Legislative Director **Greg Boam**. The memorial's first hole-in-one was aced by Union Pacific switchman **Ray Peachy**. Next year's event, to be held again with the assistance of Designated Legal Counsel **Yaeger, Jungbauer, Barczak & Vucinovich, P.L.C.**, is tentatively slated for August 5, 2002.

Local 586, Willard, Ohio

CSX conductor **Tennie Parsons** recently offered her belated thanks to **J.P. Musser** of Local 1374 in New Castle, Pa., who helped her out of a bind when a brake line on her train broke during a snow storm last March.

Local 594, Mineola, Tex.

Members are mourning the loss of Retiree Program member **Lloyd Pulliam**, who died July 13 at age 80, said Secretary and Treasurer **Monty Yocum**. Pulliam was drafted into the Army in 1943 served as a cook in Japan for POWs, including Tokyo Rose, the infamous Japanese radio announcer.

Local 771, Needles, Cal.

Members offer their best wishes to recent retiree **J.R. Thomas**, who worked 53 years and one month as an engineer with a perfect safety record, said UTU-E Local Chairperson **S.R. Thomas**, who just happens to be J. R.'s son.

Locals 807 & 1800, Tucson, Ariz.

The annual special meeting hosted in conjunction with UTU Auxiliary Lodge 800 will be held Saturday, October 20, at the Holiday Inn Palo Verde, said Legislative Representative **Tom Moore**. A barbecue Friday evening and a dinner Saturday night will be preceded by cocktail hours. Those planning to attend should contact Moore at (520) 622-6902 or (520) 744-0381. Make reservations by calling the hotel at (520) 746-1161.



Larry Cowan of Local 1088, Jackson, Miss., a former running back with the National Football League and now a brakeman on the Kansas City Southern, offers his gratitude to the UTU for protecting his job.

Former NFL player scores in arbitration

As some see it, Larry Cowan, a member of Local 1088, Jackson, Miss., once had the best job in the world.

Playing football for Jackson State University between 1978 and 1982, the former running back made All Conference and the Black College All-American Team, played in the Blue & Gray All-Star Game and the Black College All-Star Game, took MVP honors, and graduated with a B.A. in Industrial Art Education.

Drafted in 1982 by the Miami Dolphins, Brother Cowan played for the New England Patriots from 1983 through the 1987 season, then went to the St. Louis Cardinals for a year, until a foot injury forced him to re-think his future.

As Cowan sees it, the best job in the world is the one he holds today as a UTU-represented brakeman on the Kansas City Southern (KCS) with regular hours in the yard.

In 1999, Cowan nearly lost his job when the KCS tried to force him into engine service and he failed his test twice.

"But after hearing General Chairperson Jerry Batton (GO-436) speak on my behalf at an investigation where he and Vice Local Chairperson Doug Wigley represented me," Cowan said, "it gave me hope and faith."

It took a lot of faith for the father of five, who went 22 months without a paycheck. "I always put money away for hard times," Cowan said, "so I made it. Thanks to the help of the Lord and the union, it all came together."

As a result of arbitration, Cowan got his job back last April, as well as pay for every day he was off. His ordeal also led to a training agreement that calls for the railroad to first look for a volunteer from the ranks.

"I'll never forget the way Jerry Batton spoke up for me," said Cowan. "I owe him for life."

Local 811, San Bernardino, Cal.

The 25th annual retirement dinner will be held November 3 at The National Orange Show at 689 S. E Street in San Bernardino, said Local President **Larry Halverson**, with cocktails at 5 p.m. and dinner at 7 p.m. Tickets cost \$30 per person, and checks should be made payable to "UTU Local 811" and sent to Halverson at 20672 Sholic Rd., Apple Valley, CA 92308. For more information, contact him at (760) 247-8757. Halverson also thanked the UTU Auxiliary for donating cash and door prizes for the event.

Local 933, Jefferson City, Mo.

Members will participate in the annual Labor Day parade in Jefferson City on September 8. The local will also host a fish fry and barbecue on September 28 and 29 to which all are invited, said Local Chairperson **Ken Menges**, who noted golf outings are planned for both days. To participate, contact Menges at (573) 635-6415 or krmenges@prodigy.net.

Local 1252, Fresno, Cal.

The local, in association with BLE Division 563, will host the 27th annual joint picnic at the Wonder Valley Dude Ranch on September 16, said retired member **Donald Heffernan**. All are invited to enjoy the food, fun, games and camaraderie at the site, where rooms and camping sites are available. For details, contact any officer of the local.

Local 1293, Altoona, Wis.

All are invited to the local's annual picnic on Sunday, September 9, beginning at 10 a.m. at the Lake Altoona County Park, said Secretary and Treasurer **Bob Drabek**. Free food and refreshments will be served, games and raffles have been arranged, and Membership I, the UTU's mobile education and training facility, will be on site.

Local 1462, Boston, Mass.

Members are mourning the loss of retired conductor **John J. "Jack" Burns**, known as a WPRI Channel 12 crime reporter, and remembered as radio disc jockey "Jack the Flame" at stations in Rhode Island and Massachusetts, said Secretary and Treasurer **David Bowe**.

Local 1697, Lubbock, Tex.

Two arbitrations are pending involving Texas, New Mexico & Oklahoma Coaches, said Vice Chairperson **Marvin White**, who noted the company made run changes that penalized senior drivers, and is reneging on a contract item involving show-up pay.

Local 1715, Charlotte, N.C.

The local was represented by General Chairperson **Leroy Ellerbe** and Local President **James Shannon** at a meeting held by the Charlotte Area Taxi Cab Association in July for drivers interested in union representation.

Local 1933, Washington, D.C.

Members welcomed Alternate U.S. National Legislative Director **James A. Stem** to a recent meeting where the proposed UTU-BLE merger was discussed, according to Delegate and District Legislative Director **Steve Fritter**.

Local 1962, Toledo, Ohio

In an effort to reach all members of the local, a meeting will be held on September 26 in Huntington, W. Va., and on September 27th in Columbus, Ohio, with the regular meeting at 6 p.m. on the 27th in Toledo, Ohio, said Local President **J.R. Cumby**. Times and locations will be available soon from local chairpersons.

Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **Michael T. Kilburg** of Local 1477, Dearborn, Mich., which represents workers on Conrail. These items are awarded every month by random drawing as a show of appreciation to those who have been supportive of the UTU throughout the years.

State Watch

News from UTU State Legislative Boards

Massachusetts

Legislative Director **George Casey** is encouraging all UTU members and their families to support State Sen. Steven Lynch in his bid for the 9th District congressional seat held by former Rep. Joe Moakley, who passed away on May 28.

"Steven Lynch is a true friend of the UTU," said Casey. "As a state senator, Mr. Lynch consistently supported and co-sponsored legislation favored by the UTU, most notably our position opposing the Massachusetts Bay Transportation Authority's attempt to break-up the Boston-area commuter rail operation into separate operations. Senator Lynch also aided our efforts to delay the sale of the former Conrail line known as the 'Boston Cluster.'"

The primary election in Massachusetts will be held on September 11.

In other news, Casey reported the passing of former Massachusetts and Rhode Island Legislative Director **Daniel J. "Danno" Mahoney**, who died August 1 at the age of 88.

Mahoney served as state legislative director from 1970 through 1977. He was formerly a general chairperson on the Boston & Maine Railroad and had served as a delegate for Local 1331 up to his retirement in 1978.

Mahoney is survived by his son, James, who is employed as an Amtrak engineer.

District of Columbia

District of Columbia Assistant Legislative Director **Pat Ryan**, of UTU Local 1522 at Washington, D.C., retired last month, reported Director **Steve Fritter**.

Ryan began his railroading career with the Railway Express Agency in 1963 and later worked as a brakeman, conductor and yardmaster for the Washington Terminal Company (Amtrak). His union service included the positions of legislative representative, vice general chairperson, alternate delegate, delegate and general chairperson.

"The legislative board thanks Pat for his years of devoted and valuable service to the members of UTU. We wish the best to Pat and his wife for a long and healthy retirement," Fritter said.

Oklahoma

State Legislative Director **Kenneth Minard** would like to remind all members in the state about the importance of voting against State Question 695, which is being placed on the ballot in a special election to be held on September 25.

"I can't stress enough the importance of defeating this legislation in the upcoming special election," Minard said. "This measure is not only a threat to labor contracts throughout our state—contracts that were approved by your neighbors and friends and their employers—but to the overall economy of Oklahoma itself."

Minard cited U.S. Department of Labor statistics that show the top-ten states in average per capita income are free bargaining states while six of the ten lowest states are "right-to-work states."

"Please ask all of your family and friends who are registered voters to vote down this legislation. It is bad for organized labor and bad for Oklahoma," Minard said.

Maryland

At this year's UTU Regional Meeting in Greensboro, N.C., the name of Natalie Passarell was drawn as the winner of the James E. Major, Jr., Memorial Scholarship.

Natalie, who is the daughter of UTU Local 600 member **Robert Passarell**, becomes the third active recipient of the scholarship, which is sponsored by the Maryland Legislative Board.

The four-year continuing scholarship provides a \$500 annual subsidy to a UTU member or a spouse, child, step-child or grandchild enrolled at an accredited university, college or junior college for at least 12 credit hours per semester, said Legislative Director **Larry Kasecamp**.

To fund the scholarship, the Maryland Legislative Board sponsors an annual golf tournament. This year's tournament will be held at the The Woodlands Golf Course located in

Woodlawn, Md., just 20 minutes from Baltimore, on Friday, October 5.

The outing is open to anyone desiring to participate as either a sponsor or player. For more information, members in Maryland should contact their local officers. Others should call the Maryland Legislative Board at (301) 689-1934.

Wisconsin

State Senator Brian Burke has introduced Senate Bill 218, which will make Wisconsin an official member of the Midwestern Interstate Passenger Rail Commission, reported Legislative Director **Tom Dwyer**.

The commission was designed to promote, coordinate and support the development and implementation of improvements for intercity passenger rail service in the Midwest. It also encourages interaction among state officials and the private sector on rail issues and supports current rail efforts conducted through state departments of transportation.

Four other states—Minnesota, Missouri, Indiana and North Dakota—are currently members of the commission.

Colorado

Retired UTU member **Jim Davis** of Local 945 at La Junta truly beat the odds at this year's 13th Annual Joseph M. Buffalo Memorial Classic when he turned his \$5 entrance fee on the 8th hole's hole-in-one contest into \$1,000 and an all-expense-paid trip to Las Vegas.

In Las Vegas, Davis will be given the opportunity to duplicate his feat and earn a cool \$1 million.

The annual golf memorial classic is hosted by the Colorado State Legislative Board and this year's contest was held at the Marina Butte Golf Course in Loveland, Col., reported Director **Rick Johnson**. The event was sponsored by the Designated Legal Counsel firm of **Rossi, Cox, Kiker and Inderwish** and included participants from Colorado, Wyoming, Kansas and Nebraska.

"Good luck, Jim. We'll all be rootin' for you!" added Johnson.

Bus Department

By **Bernie McNelis**

Celebrate unity by voting for unity

We can celebrate this Labor Day by voting for unity, strength and solidarity.

The counting of the ballots for the merger between UTU and BLE will take place by the American Arbitration Association (AAA) on September 15, 2001. This month we celebrate Labor Day and wouldn't it be great if the proposed merger were successful.

If you have not voted, I urge you to vote for this merger. The AAA must receive the ballots by noon on September 14, 2001. A successful vote would make for more solidarity, unity, strength and financial stability.

In addition, we will once again seek membership in the AFL-CIO, and for most of us, this will be a real benefit. We need to work with, and be affiliated with, other labor organizations and to make use of the advantages that provides us all.

I urge those who might oppose this merger to realize that whatever issues have stood between the unions over the years must be put aside for the benefit of the entire memberships of both unions for now and, in particular, for the future. We must be able to work our differences out as responsible representatives and members if we are to be successful. We all know that the companies/carriers love it when we are divided and are fighting internally. They love to pit one labor organization against the other.

Let's make this Labor Day special by voting for this merger and for all the solidarity it will bring.

I have said it before, and I will say it again: In unity there is strength.



Yardmasters

By **Don Carver**

Vote to approve UTU-BLE unity

Get out the vote on the UTU-BLE merger proposal. Ballots are due in Cleveland prior to 12:01 p.m. on September 14, 2001.

Talk with your brothers and sisters in both the UTU and the BLE to encourage them to vote "yes" for the creation of a new and more powerful transportation labor organization.

An agreement was reached recently between the New Orleans Public Belt Railroad (NOPB) and its yardmasters, who are represented by General Chairperson Doyle K. Turner.

The new contract provides a number of wage and work-rule benefits.

The three-year pact contains an 8% general wage increase; vacation pay computed on the 1/52d basis; turnover pay of 20 minutes at the overtime rate; one hour per day training pay for instructing a new yardmaster; automatic deposit, and no additional employee health care contributions through the end of 2003.

The NOPB yardmasters are grateful for the cooperation between Vice President Pete Patsouras, who was assigned to the trainmen's committee in their negotiations, and yardmaster General Chairperson Turner, which resulted in yardmasters with trainmen's seniority being able to participate in the benefits of the crew consist buyout.

The lump-sum buyout was paid to the trainmen, engineers and yardmasters.

Remember, there really is strength in unity.



Byron A. Boyd, Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

Contact the UTU:

via telephone at (216) 228-9400;

via fax at (216) 228-5755;

via e-mail at utunews@utu.org;

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

Progress through unity

The members of the United Transportation Union and the Brotherhood of Locomotive Engineers are writing history—and setting a course toward the future. Ballots in hand, today's unionists are being asked to choose between the past and the future.

Each organization can point to a proud history in which hard-fought principles well worth preserving were secured—often through individual sacrifices—for the greater good.

And while no member of either organization should ever be asked to forget or disown his or her heritage, today's members—like those who preceded them—must recognize that their histories record but a series of breaks from the past.

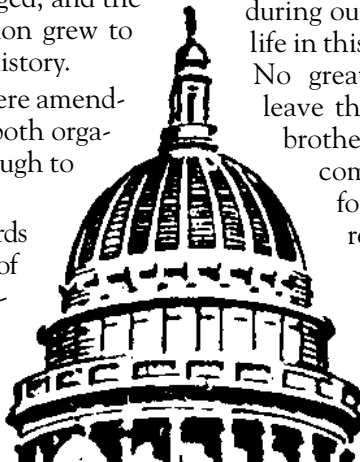
The histories of both organizations were written by brave men and women who had no way of knowing what the future would bring. But they knew their best chance was in being the architects of their own destiny.

As times changed, and the challenges grew, strategies changed, and the determination exhibited by the members of each organization grew to meet the challenges brought by their particular moment in history.

Organizational charts took new shapes, and constitutions were amended, but unity of purpose—the common element that brought both organizations into the present—remains the key to carrying us through to a better tomorrow.

Before the month is done, we hope we will become, in the words of UTU International President Byron A. Boyd, Jr., “a union of almost 200,000 dedicated and proud members possessing unprecedented moral and financial resources to stand tall, strong, undivided and unbending in defense of workplace dignity.”

When the ballots are counted, we may be recording a break from the past, but we will never break from our faith in unity.



WASHINGTON WATCH

By James Brunkenhoefer

No simple solutions to fatigue problem

No problem affects more of our members in the railroad, bus and airline industries than fatigue.

Congress has before it legislation that deals with railroad-employee fatigue – H.R. 2596. But, if this bill starts to move, it will be changed along the way and not necessarily the way we like. It likely will keep train and engine service employees from marking off when they want and prevent them from working the extra hours they need to supplement income. This is because the legislation will be influenced by scientific reports that Congress is also studying.



So, what good is this legislation, which was introduced with the rail employee in mind? Our hope is that it becomes the motivation to move railroads to the bargaining table to negotiate an equitable solution to the fatigue problem before government shoves down our throats something none of us want.

Here is the problem we face at the bargaining table: UTU members work in a 24/7/365 industry. Years ago, the railroads kept the extra boards supplied with enough people that, with only a few exceptions, a UTU member could expect to take off whenever he or she wanted. Those days are gone.

What caused this change is cost, which drives every railroad decision.

The railroads are required to pay the full benefits—primarily health and welfare—for each employee, no matter how much that employee works. If they work once a month or 50 times a month, the carrier pays full benefits. In order to cut their

A time for healing

For too many years, the UTU and the BLE have been faced with animosities toward each other. Over the years, this continued strife has acted like a cancer, inflicting poisonous thoughts on the rank and file of both organizations.

There is enough blame for this animosity to be shared equally by both organizations. Like any cancer, left untreated it will destroy everything within its grasp.

We all recognize that, with any treatment, the healing process is slow, but only a fool would



Paul Thompson

“Madam, don’t bring up your sons to detest the United States. Recollect that we form but one country now. Abandon all these local animosities and make your sons Americans.”
Gen. Robert E. Lee

No greater legacy can anyone leave than a means to unite all brothers and sisters toward one common goal of looking out for each other and our respective crafts.

As in football, teams go through a rebuilding process. This means searching for the right talent to make the team successful.

With

the unification of these two unions, the talent is already there. All that is needed is to utilize this talent as a team working together toward accomplishments for every rank and file member of both organization.

So, whatever the outcome of this merger vote, you can take to the bank that the UTU will continue to work for you at organizing and improving conditions for its members in the rail, bus, commuter, Amtrak and airline industries. We have been a leader in representing employees in this field

and will continue to move forward in that direction. A peaceful and voluntary merger will only strengthen our crafts.

Faced with a much more serious situation at the conclusion of the Civil War, the great General Robert E. Lee had this to say: “Madam, don’t bring up your sons to detest the Unit-

ed States. Recollect that we form but one country now. Abandon all these local animosities and make your sons Americans.”

Be as courageous as General Robert E. Lee and the leadership of these two unions that have provided the opportunity for each of you to leave a great legacy for the labor movement.

That is why it is so essential to vote and vote in favor of a UTU-BLE merger.

Boyd meets with FRA, NTSB, Amtrak officials

WASHINGTON, D.C. – UTU International President Byron A. Boyd, Jr., met last month with senior federal officials in Washington, D.C., to discuss railroad safety and the future of Amtrak.

Boyd met with new Federal Railroad Administrator Allan Rutter, National Transportation Safety Board Acting Chairman Carol Carmody, Surface Transportation Board Commissioner Wayne Burkes and Amtrak President George Warrington.

“I may be a friend of the president and from a right-to-work state (Texas),” said Rutter, who was confirmed in July as the new FRA chief, “but I’m not anti-union.” Boyd was the first rail-union president to meet with Rutter, who was a transportation adviser to President Bush when Bush was Texas governor.

Rutter and his agency are faced with a host of safety-related policy matters, including the carriers’ desire to implement remote-control locomotive operations and development, in conjunction with the STB, of a safety integration plan for railroads that are seeking to merge.

“The FRA will be focused on making railroads safe for the people who work on them and the communities” through which railroads operate, said Rutter. “The issue of remote control has so much emotional and political baggage that for me to say anything now would make people freak out.”

Rutter said one of his early objectives is to determine whether collective bargaining between carriers and the UTU might be a more effective way of dealing with remote control and employee fatigue than a unilateral rulemaking by the FRA or congressional legislation.

Boyd and Carmody discussed the NTSB’s objective that railroads install

collision-avoidance systems and that more be done to address workplace fatigue. She said NTSB, by law, may only make recommendations and that the FRA or Congress must act on those recommendations. Carmody expressed interest in having the NTSB organize a safety summit next year at which carrier, UTU and other union officials would meet with safety experts to discuss safety matters.

Burkes said he was impressed with UTU’s presentation to the STB earlier this year on the matter of cram down, the process by which merging railroads violate collective bargaining agreements to reassign jobs and employees and combine seniority lists to save costs.

Burkes recently voted with the STB’s two Democrats to recognize the cram-down agreement UTU made with the U.S.-based Class I railroads, which requires that railroads negotiate workforce changes with their unions and submit any impasse to binding arbitration, as the UTU recommended.

Burkes also said he is anxious to work with the FRA on a rulemaking requiring railroads to demonstrate, as a condition of merger approval, that their operations would be safe following a merger. While merger applicants must now provide the STB with a safety assurance plan, there are no specific requirements of what must be contained in the plan.

Boyd and Amtrak President Warrington discussed the national passenger railroad’s financial problems and legislation currently before Congress to give Amtrak authority to raise \$12 billion from the sale of bonds, with the money earmarked for high-speed rail projects. Boyd promised UTU support for Amtrak, which is fighting attempts by some conservatives in Congress to shut it down. “Not on my watch,” said Boyd.

1975 Flashback

Chesser urged “unity of purpose” through union mergers

UTU Past President Al H. Chesser, to be honored November 3, 2001, as this year’s recipient of the prestigious Eugene V. Debs Award, presented the award to the Debs Foundation’s honoree in 1975, and, as guest speaker, delivered an address appropriate to today’s events.

Presenting the award 26 years ago to Ruben Levin, editor of the *Labor* newspaper for more than 22 years, Chesser called on the labor movement to emulate Debs, “one of labor’s greatest leaders and social thinkers,” by adopting “unity of purpose” as its goal.

“We can no longer stand alone,” said Chesser as he called for unification of rail labor. “It’s not a case of takeover...it’s a case of survival.”

Looking forward to the day when unification would be complete, Chesser said, “When all of railroad labor knows and decides that this is the way to operate, we’ll be strong and will not have to fear anyone but ourselves.”

Chesser outlined Debs’ accomplishments and pointed to parallels that continue to exist. “He (Debs) knew that small unions would have difficulty in surviving,” Chesser said. “He believed in unity and strength. He saw the difficulty of organizing in the face of huge corporations with the law all on their side.”

“...in the days of Eugene V. Debs, the No. 1 problem was organizing—even to be recognized as a labor union,” Chesser said. “We don’t have that problem today. Our problem is with ourselves, and we might as well recognize it.”

Always mindful of the past as prologue, Chesser said of Debs, “He lit the torch of unification of organized labor in America and he left it simmering for 75 years. I’m happy to say that in 1969, it again burst into a full flame with the unification of four major railway unions into the United Transportation Union.”

History *Interstate Commerce Act brought federal regulation*

In 1887, Congress passed the Interstate Commerce Act, making the railroads the first industry subject to federal regulation. The law, which established a five-member enforcement board known as the Interstate Commerce Commission (ICC), came about in response to public demand that the railroads’ conduct should be constrained.

The first attempt to regulate the railroads came in 1871 at the state level, but the states were powerless to regulate interstate commerce.

The Interstate Commerce Act set guidelines for railroad business. It sought to prevent monopoly by promoting competition, and outlawed discriminatory rate-setting.

The Hepburn Act of 1906 empowered the ICC to change a rate to one it considered “just and reasonable,” and the Mann-Elkins Act of 1910 placed the burden of proof on the railroads.

The government continued to strip the railroads of their power. The Adamson Act of 1916 enacted an eight-hour workday for rail workers, and government control culminated when President Woodrow Wilson seized the railroads in 1918 to aid the war effort.

The Esch-Cummins Transportation Act of 1920 returned the railroads to private hands but brought a sharp reversal of past policies. The government, once anti-monopoly, now dictated mergers, pairing strong lines with weak ones.

The Transportation Act of 1940 amended the Interstate Commerce Act to extend its reach to the other industries, but private cars, trucks, and 90% of inland water carriers were exempt from government control.

In 1958, the government reversed its policies, and in the 1970s and 1980s, railroads were enjoying freedom they hadn’t known since the 1870s. In 1980, the Staggers Act further deregulated the railroads.

By 1995, the Interstate Commerce Commission had lost most of its

mandate. With deregulation complete, the ICC could no longer set rates, and the commission was dissolved in the ICC Sunset Act. The Surface Transportation Board now performs the few regulatory tasks that had remained.

40 Years Ago

“President W.P. Kennedy of the Brotherhood of Railroad Trainmen and President L.J. Wagner of the Order of Railway Conductors and Brakemen announced Aug. 30 that memberships of the organizations approved the proposed amalgamation agreement of the two rail unions in the recent referendum ballot.” – *Trainman News*, Vol. 15, No. 36, September 4, 1961.

30 Years Ago

“Four months along in its operations, Amtrak apparently has most of the organizing work behind it and is ready to take its first meaningful steps in an effort to improve railroad passenger service. The semi-public corporation has announced plans to buy 1,200 available passenger cars and...has leased 12 new Metroliner cars built by the Budd Co. to put into its high-speed Washington/New York schedule ‘after certain mechanical modifications are made.’” – *UTU Transportation News*, Vol. 3, No. 35, September 18, 1971

20 Years Ago

“Although it had to take drastic cost-cutting measures to do it, Amtrak has kept more than 90% of its budget-squeezed passenger system in operation. The nearly 10% reduction in service, which will become effective Oct. 1, is less than the 15% cut envisioned in recently approved budget legislation and not nearly as bad as the cuts proposed by the Reagan Administration. The administration proposal would have wiped out all routes outside the Northeast Corridor.” – *UTU News*, Vol. 13, No. 33, September 5, 1981.

Keeping a piece of the pas

Lynn Nystrom of Local 28, in Cheyenne, Wyoming, and his wife, Mary, enjoy what many consider “dream jobs,” playing key roles in Union Pacific’s steam locomotive program by ensuring railroad-ing’s past can be experienced by future generations.

By John H. Horvath
UTU News

With one foot in the past and the other in the future, Lynn T. Nystrom of Local 28, Cheyenne, Wyo., is technically a locomotive engineer. But that doesn’t begin to describe the job he does.

“We’re the last of a breed,” said the 60-year-old Nystrom, referring to himself and his co-workers. “Somebody recently called us zookeepers for dinosaurs.”

The dinosaurs Nystrom keeps are the five steam locomotives the Union Pacific Railroad (UP) maintains at the company’s Cheyenne Roundhouse.

And while Nystrom is an engineer in “real” life, he most frequently works as fireman on the historical equipment—but wears as many hats as it takes to keep the “dinosaurs” alive.

While the other Class I railroads have donated their older equipment to museums or sold it for scrap, the UP now stands alone as the only one that saved any of its historic equipment and the only one to continue to own, maintain and operate it.

“The UP has made a major, long-lasting commitment to maintain its heritage,” said Nystrom’s wife Mary, who works as general manager of the Union Pacific Historical Society (UPHS) and whose role is every bit as integral to the steam operations as her husband’s.

“We feel fortunate that we can be a part of this,” Mary Nystrom said. “It’s a lot of work, but everybody on the crew really enjoys it. That’s why we do it.”



Nystrom conducts one of many regular inspections of the locomotive in carrying out his duties as fireman. Responsibilities include serving as co-pilot, assisting in all functions, standing ready to take the controls, and acting as safety lookout on the left side.

Traveling on all the excursions, Mary Nystrom handles the souvenirs and merchandise UP makes available to passengers and the public, talks to local dignitaries, works the radio to coordinate stops, and pitches in with whatever is necessary.

Nearly every year since 1981, UP has staged steam excursions involving the historic equipment in Cheyenne, and it is up to the Nystroms and about a dozen others to make sure the excursions come off without a hitch.

Most of the excursions are arranged for private groups, such as the UPHS and the National Railway Historical Society, or corporate



The last steam locomotive built for Union Pacific, delivered in 1944, was Northern No. 844 (above). The Northern-class steam locomotives, with a wheel arrangement of 4-8-4 and capable of speeds exceeding 100 mph, were used by most large U.S. railroads in dual passenger and freight service.

groups, such as the one that will be riding behind The Challenger (#3985) in October. Mary Nystrom said those interested in participating in one of the excursions can join one of the historical societies or keep an eye on the Union Pacific’s website (<http://www.uprr.com/aboutup/excurs/>), or the UPHS site (<http://www.uphs.org>) for news about groups arranging excursions.

All agreements are respected

“We crew the excursions according to any agreements that may apply,” said Brother Nystrom. “I’m sure we could probably get over the road on our own, but we feel a lot better if we bring along a crew that’s familiar with the territory.”

According to Mary Nystrom, evidence of the carrier’s commitment to its heritage is Northern-class steam locomotive #844, a 14-wheeled, high-speed passenger engine that was delivered to the railroad in 1944 and never taken off the roster.

The Nystroms met when both were working for another railroad. “I started working for the Rock Island in 1963 when I was 18,” Mary Nystrom revealed. “I worked in the Traffic Department, and Lynn was working as a special agent. We moved to Cheyenne in 1977, and he went to work with UP, while I began working for the Wyoming State Museum.”

Brother Nystrom, working as a brakeman and switchman, joined UTU Local 446 (Cheyenne, Wyo.) when he first started working for UP. About three years ago, he went through engineer training.

It was in the year after he moved to Cheyenne, however, that Brother Nystrom got involved in the steam program. He and a conductor took notice of a static display of The Challenger and casually said to each other, “Let’s get that thing running!”

Feasibility studies revealed the 537-ton engine had been overhauled before going on display. Along with his friend and co-worker Bob Krieger, a 53-year-old member of Division 115 (Cheyenne, Wyo.) of the Brotherhood of Locomotive Engineers (BLE), Nystrom approached some old-timers for guidance, and he and Krieger found an assortment of talented, union-represented machinists and boilermakers to

help breathe life into the behemoth.

With permission from the railroad, and all inspections and paperwork completed, Nystrom and Krieger took The Challenger to the 1981 Railfair, which marked the grand opening of the California State Railroad Museum.

In 1990, a management shift brought Manager of Train Operating Practices Steve Lee into the picture to oversee steam operations. Though a member of management, Lee is a qualified engineer, and now serves as The Challenger’s engineer for about half the excursions, trading off with Krieger, while Nystrom happily fires for both.

“Wherever we go, young kids say, ‘What do I have to do to get your job?’ If I have to go to ‘work’ for a living, I won’t ever retire from this. I want to stay with the steam program as long as possible.”

Another regular part of the excursion crew is Reed Jackson of Local 446, who serves as conductor. “We don’t have him here right now,” said Nystrom. “He’s marked up now, but when we go on trips, we need a guy like him who knows about these operations. You know, some of the new guys here have never worked a passenger train, so Reed takes care of things for us.”

The force behind the program

Mary Nystrom considers Steve Lee “the real driving force in the program,” and, according to her husband, it was Lee who was responsible for assigning him to the program on a full-time basis.

“At first, we’d lay off our regular assignments when one of the steam excursions was running,” Brother Nystrom said. “But then, in 1991, after Steve Lee began running the program, he asked us to consider doing it full time. That was a big year for us. We never did mark up. Instead, we traveled 114 days on excursions.”

Of the five Cheyenne steam engines, it’s The Challenger and the Northern (#844) that haul most of the excursions. Both Nys-

t, with an eye on the future

Camp teaches appreciation for railroad industry

Teenagers who dream of becoming astronauts have Space Camp. And of course, there are a variety of band camps, computer camps and numerous others across the country to nurture your child's favorite pursuit. But, what if your teen's passion is railroading? Well then, RailCamp is the answer.

Established in 1998 to spark teen interest in railroading and rail history, RailCamp is a product of the National Railway Historical Society, in conjunction with the National Park Service and the University of Scranton in Scranton, Pa.

Along with its stated goals of providing young rail enthusiasts with an understanding of railroad history, modern railroading and career opportunities, RailCamp offers young men and women a hands-on experience that they are not soon likely to forget. At the same time, said Larry Eastwood, senior vice president of the NRHS and RailCamp director, "we try to impress upon these people that there is more to railroading than locomotives and boxcars—that it is people who make these things go."

For the past four years, the NRHS has held week-long RailCamp sessions each summer at the National Park Service's Steamtown National Historic Site in Scranton. Students are housed at the nearby University of Scranton, which also provides many of their meals and opportunities for recreation and socializing—if they can find the time.

Be prepared to get dirty

As stated in RailCamp literature, "overalls are recommended as this is a working environment and you will get dirty."

Besides learning the ins and outs of running a tourist railroad, the campers' all-encompassing curriculum includes presentations by Operation Lifesaver, dispatching and yard operations, locomotive familiarization, tower operation and the duties of train

and engine service.

A day or two is also spent teaching the campers about the days of steam railroading and the restoration of steam locomotives. Campers receive instruction in plasma cutting, hot riveting, arc welding and wood-working and actually assist in restoring old locomotives and railcars.

The next generation

"If there isn't another generation to take over when we're no longer able to do the work, the future of our railroads looks pretty dim," said Eastwood. "We want to guarantee someone will be around to take over."

The camp also includes a field trip or two, and past campers have traveled to nearby sites such as the Lackawanna Coal Mine, the Scranton Trolley Museum and the Canadian Pacific yards (former Delaware & Hudson) at East Binghamton, N.Y.

RailCamp isn't all work though. Campers usually have the opportunity take in a ball game at nearby Lackawanna County Stadium, rooting for the home team Scranton/Wilkes-Barre Red Barons, a minor league baseball team.

Steamtown, the only place in the National Park System where the story of steam railroading is told, is located on nearly 40 acres of the former Scranton Yards of the Delaware, Lackawanna & Western Railroad. It was created by Congress in 1986 and includes the remains of the historic roundhouse, switchyard and 29 steam locomotives. Nearly 80 passenger and freight cars are being restored and preserved there to tell the story of early railroading in America.

All of the instructors at Steamtown are employees of the National Park Service, many of whom are park rangers. Counselors are volunteers who are members of the NRHS. And no RailCamp would be complete without guest speakers who are actual-

ly employed in the industry.

In fact, this past summer, students watched and listened to Amtrak Conductor Richard M. Bernhardt of UTU Local 1370, as he acted out and explained his daily duties in complete uniform.

"They loved it," said Eastwood.

The cost of RailCamp, which includes all meals, field trips and six nights lodging, is \$550. Students are, however, responsible for their own transportation to and from Scranton.

The NRHS underwrites a portion of the actual costs of the program to keep tuition low. In fact, many students in years past have been able to attend RailCamp as a result of scholarships awarded by local chapters of the NRHS.

Who can go to RailCamp

RailCamp is open to teens who are entering the ninth grade up to those who have completed the twelfth grade. Class size grew from 19 the first year to 47 in the second year, but is now limited to 24 students. First-time campers must enroll in the Basic RailCamp, and experienced campers may return for Advanced RailCamp.

While the camps have typically been held in late July and early August, Eastwood said future camp dates are dependent on housing availability at the nearby university. To keep an eye out for next year's camp dates, or for more information about RailCamp, visit the camp's website at www.railcamp.com, or write to RailCamp, National Railway Historical Society, P.O. Box 58547, Philadelphia, PA 19102-8547. To learn more about the NRHS, log on to www.nrhs.com, or visit your local chapter.

Those interested in providing seed money for RailCamp scholarships should write to Larry Eastwood at the NRHS address above.



Lynn Nystrom, serving as fireman aboard Challenger #3985, keeps an eye on the gauges and adjusts the valves. Although he worked previously as an engineer, Nystrom wears many hats to keep the steam excursions running. "The key is to always watch the water pressure," Nystrom cautioned.

trom and Krieger readily admit it takes real teamwork to get them over the road.

"Every time Bob or Steve change something, I've got two or three things to do on my side of the engine," Nystrom said. "The key is to always watch the water pressure."

Though they work side by side, as most UTU and BLE members do, the two hadn't talked much about the UTU-BLE merger proposal, but as proof that each has one foot in the future, both voted in favor of it.

"There's always talk about this war between the unions," Nystrom said, "but that doesn't do anybody any good. If the unions are fighting each other, it doesn't help the guys out in the field, especially with these whiz-kid managers today."

Krieger was a UTU member while working on the Rock Island. "I've been in the rail industry for 29 years," Krieger said, "working in train service as a UTU member from 1972 to 1976. I joined the BLE

because they held the contract here, and I wanted voting rights."

Unions should be together

Krieger said that, for him, it once made sense for there to be two separate unions. "But now, a merger has to take place," said Krieger. "I voted 'yes' because I see where it's time to get everyone together. In fact, we've got machinists here who wish they could join a merged UTU-BLE. They took a big hit in the last go-round, and I hear them saying, 'If we could just get everybody into one union....'"

The younger of the two, Krieger loves what he does, but knows it can't last forever.

"I've been on the crew now for 13 years," Krieger said. "In 1990, The Challenger was switched from coal to oil fired, and it's been great to experience both. But soon, we'll have to break in some new guys. I can't speak for Lynn, but there's other things I'd like to pursue when I get to retirement age."

Nystrom concedes that he's got a "dream job. Wherever we go, young kids say, 'What do I have to do to get your job?' But Bob and I restored these things, and well, we were willing to go the extra mile and put in our own time. In the meantime, things have changed drastically on the railroad, and not necessarily for the better. If I have to go to 'work' for a living, I won't ever retire from this. I want to stay with the steam program as long as possible."

Retirement

Continued from page 1

be repeated over and over and over.

“Your involvement is essential,” Brunkenhoefer said. “Labor unity and labor involvement won passage of Railroad Retirement reform in the House, and now our objective is to win the Senate.

“The only way that we can win is by continuing to call, write, e-mail, fax and visit the members of the U.S. Senate.

“As you do this, you will hear in many offices, ‘The senator already supports that bill and is a co-sponsor.’ That is not enough to ensure the bill is passed.

“Each senator must weigh in with the Senate leadership to schedule the bill for a Senate floor vote in September,” Brunkenhoefer said.

“Please continue to call every office and keep emphasizing the message: ‘We want the Senate to schedule and pass Railroad Retirement reform when the members return after Labor Day.

“Ask that your senators contact the party leadership to get the legislation moving.

“Keep contacting, keep calling. Keep e-mailing every day. Ask all your friends to do the same.

“Do this everyday until this measure becomes law. This is what works.

“This is what moved Railroad Retirement reform forward in the House and it is what will move Railroad Retirement reform forward to passage in the Senate and signing at the White House.

“Labor unity and persistence work,” Brunkenhoefer said.

Senate Finance Committee members

You should call, fax and e-mail the senators listed below, as well as both senators from your state, to urge quick passage of the Railroad Retirement & Survivors' Improvement Act of 2001. Check your local telephone directory for the address and phone number of your senators' local office.

Max Baucus (D-Montana)
511 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-2651; fax (202) 228-3687
e-mail: max@baucus.senate.gov

Jeff Bingaman (D-New Mexico)
703 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-5521; fax (202) 224-2852
e-mail: senator_bingaman@bingaman.senate.gov

John B. Breaux (D-Louisiana)
503 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-4623; fax (202) 228-2577
e-mail: senator@breaux.senate.gov

Kent Conrad (D-North Dakota)
530 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-2043; fax (202) 224-7776
e-mail: homepage@conrad.senate.gov

Thomas A. Daschle (D-South Dakota)
509 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-2321; fax (202) 224-7895
e-mail: tom_daschle@daschle.senate.gov

Bob Graham (D-Florida)
524 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-3041; fax (202) 224-2237
e-mail: bob_graham@graham.senate.gov

Phil Gramm (R-Texas)
370 Russell Senate Office Bldg., Washington, DC 20510
(202) 224-2934; fax (202) 228-2856
e-mail: phil_gramm@gramm.senate.gov

Charles E. Grassley (R-Iowa)
135 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-3744; fax (202) 224-6020
e-mail: chuck_grassley@grassley.senate.gov

Orrin G. Hatch (R-Utah)
104 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-5251; fax (202) 224-6331
e-mail: senator_hatch@hatch.senate.gov

James M. Jeffords (I-Vermont)
728 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-5141; fax (202) 228-0776
e-mail: vermont@jeffords.senate.gov

John F. Kerry (D-Massachusetts)
304 Russell Senate Office Bldg., Washington, DC 20510
(202) 224-2742; fax (202) 224-8525
e-mail: john_kerry@kerry.senate.gov

Jon L. Kyl (R-Arizona)
730 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-4521; fax (202) 224-2207
e-mail: info@kyl.senate.gov

Blanche Lambert Lincoln (D-Arkansas)
355 Dirksen Senate Office Bldg., Washington, DC 20510
(202) 224-4843; fax (202) 228-1371
e-mail: blanche_lincoln@lincoln.senate.gov

Trent Lott (R-Mississippi)
487 Russell Senate Office Bldg., Washington, DC 20510
(202) 224-6253; fax (202) 224-2262
e-mail: senatorlott@lott.senate.gov

Frank H. Murkowski (R-Alaska)
322 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-6665; fax (202) 224-5301
e-mail: email@murkowski.senate.gov

Don Nickles (R-Oklahoma)
133 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-5754; fax (202) 224-6008
e-mail: senator@nickles.senate.gov

John Rockefeller (D-West Virginia)
531 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-6472; fax (202) 224-7665
e-mail: senator@rockefeller.senate.gov

Olympia J. Snowe (R-Maine)
154 Russell Senate Office Bldg., Washington, DC 20510
(202) 224-5344; fax (202) 224-1946
e-mail: olympia@snowe.senate.gov

Craig Thomas (R-Wyoming)
109 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-6441; fax (202) 224-1724
e-mail: craig@thomas.senate.gov

Fred D. Thompson (R-Tennessee)
825 Hart Senate Office Bldg., Washington, DC 20510
(202) 224-4944; fax (202) 228-3679
e-mail: senator_thompson@thompson.senate.gov

Robert G. Torricelli (D-New Jersey)
113 Dirksen Senate Office Bldg., Washington, DC 20510
(202) 224-3224; fax (202) 224-8567
http://torricelli.senate.gov

Negotiations

Continued from page 1

mistake, a big one,” Boyd said.

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

“Our new contract will end the pay disparity between pre- and post-’85 employees,” Boyd said. “It will provide a 27% wage increase to post-’85 employees and a 12.9% increase to pre-’85 employees. There will be no work-rules concessions. It also will deliver a new compensation system, featuring trip rates that will preserve local conditions and include, as part of a new flat rate, all arbitraries and penalty payments.

“The trip rates will not include overtime rates,” Boyd emphasized. “Overtime will continue to apply in the same manner it always has been applied. All post-’85 employees will be paid for overtime on the same basis as overtime is paid pre-’85 employees.”

The most important aspect of the trip rates is that it buries for good the carriers’ perennial demand to increase the basic day mileage, Boyd said.

“The same Presidential Emergency Board that recommended entry rates of 70% of current pay also recommended a 160-mile basic day. Had the carriers succeeded in increasing the basic day from 130 miles to 160 miles, it would have meant a 23% give back.

“Trip rates end the basic day mileage issue once and for all,” Boyd said.

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

“On health and welfare, we showed the carriers how our plan saved \$10 million, yet now the carriers are referring to the BMW contract as a pattern.

“I can assure you, it is not OUR pattern!” Boyd stressed.

“We will continue to be innovative in how we look at health care. We will continue to look at health care needs through the eyes of our members and our medical consultant, who advises us on improvements in health care from a doctor’s point of view, not an insurance company’s point of view,” Boyd said.

Fatigue

Continued from page 1

tive Department to hasten the railroads’ willingness to negotiate equitable availability policies.

H.R. 2596 would require that railroads give operating employees a minimum of 72 consecutive, uninterrupted hours off duty following each consecutive seven-day work period or work availability period.

The LaTourette bill aims to stop, once and for all, harsh attendance policies as have been introduced by railroads such as Burlington Northern Santa Fe. “BNSF brakemen, conductors and locomotive engineers cannot turn off their beepers, leave town for a family event or even be assured more than a few hours with their families most days of the month,” said UTU General Chairperson Jim Huston of the BNSF policy that was since rescinded.

BNSF had required that operating employees be available for work 75% of all hours each month. The BNSF policy was withdrawn after a neutral arbitrator said it “egregiously violates” a promise BNSF made to solve train-staffing problems through negotiation. At the time, BNSF had more than 1,000 operating employees on layoff status. That policy incited the UTU to oppose the proposed BNSF/Canadian National merger, which was called off after UTU’s objection.

UTU’s Legislative Department is working through Transportation and Infrastructure Committee Chairman Don Young (R-Alaska) and Railroad Subcommittee Chairman Jack Quinn (R-N.Y.) to gain a hearing on the LaTourette bill. A similar bill introduced by LaTourette in June 2000 was opposed by the key Republican leaders, but Young and Quinn,

new to their leadership posts this year, are long-time friends of the UTU.

Separately, UTU President Byron A. Boyd, Jr., met in mid-August with new Federal Railroad Administrator Allan Rutter and National Transportation Safety Board Acting Chairman Carol Carmody to discuss rail-safety issues, including employee fatigue (*see story, page 5*). Among the top-ten objectives of the NTSB is a new federal hours-of-service rule requiring predictable and effective rest periods for train crews. Boyd told Rutter and Carmody that he hoped the UTU and the carriers could negotiate an acceptable employee-availability policy rather than have the government impose new rules that could be unacceptable to both sides.

The LaTourette bill is expected to provide additional leverage on railroads to return to the negotiating table with the UTU on the subject of employee fatigue and availability policies.

Voices: *Do you support the UTU-BLE merger?*



Steve Miller

L-228, Cedar Rapids, Iowa

"You bet I support the UTU-BLE merger. I've been in the rail industry for 27 years. I'm a switchman working for the Union Pacific, and there's quite a few BLE members on my property here in Cedar Rapids. I think this should have been done a long time ago because of the strength we gain from having everyone who's running the trains represented together. We work together, we should be represented together. When you're on the road, you live together, you eat together, and BLE members are often your only friends in a strange town. It took no time to decide to vote



Curtis Roughton

L-878, Wylie, Tex.

"Yes, I do. I'm a general chairperson on the Kansas City Southern (KCS), and I believe this is the right thing to do. From what I've seen, it's one of those things where it's time that we joined these two unions and try to fight for what's right for transportation employees. And that includes enginemen and trainmen. We need to turn our efforts against the carriers, and not against each other. We can't waste our resources. We need to combine forces to get what we want from the carrier. Everybody seems very positive about this, and I think the young guys on the KCS are ready for it."



Lewis McKellar

L-1565, W. Hollywood, Cal.

"I'm a bus operator with the Los Angeles MTA, and I'm also vice president of my local. I support the merger because it will immediately get us back into the AFL-CIO. The vast majority of us are very interested in the AFL-CIO's protection against raiding. We have a great benefit and retirement package, and we could lose a lot if we were raided. And due to the atmosphere projected in the media during the recent strike, a raid could well be in the works. The results of the merger would definitely enhance our standing in the labor community, as well as our negotiating power."



Scott Montani

L-343, Hamilton, Ont.

"The merger between these two great unions has been long overdue. I fully support the merger in order to combat the injustices of the workplace on a united front. Working together with our brothers and sisters in the BLE, just as we do in the cab of a locomotive, is what we were really meant to do as one great union. Unfortunately, there are those people who just cannot see the big picture. We need to become united as one voice. We have a big push on in our local to educate everybody, in the UTU as well as the engineers we work with, in order to get this merger to go through."

FELA Update

Post Traumatic Stress Disorder a real disabler

Recently, I had a call from a UTU member who told me a disturbing story. He was working at night in a railroad yard and was concentrating on a switching move. While his attention was directed to the track he was switching, he failed to notice that he was foul of the adjacent track. He had no idea that another crew was working at the other end of the yard and had shoved some cars in his direction. He saw something out of the corner of his eye and realized he was about to be hit by a moving car on the next track. Luckily, he moved quickly enough that the corner of the moving car only bruised him.

What he wanted to dis-

cuss was the fact that, even though he did not receive a serious injury, he was afraid to go back to his job, one he had worked for many years without incident. He was having nightmares. Sometimes, he felt dizzy. He could not always concentrate on what he was doing. He even thought that he had occasional blurry vision. These symptoms did not occur immediately after he was hit, but many days later. He wondered if they were related to what happened to him in the yard. He was also concerned that he might appear to be making a big thing out of what he thought was a minor incident. He was

uncomfortable talking to his supervisor about it, and he didn't see any reason to call a doctor.

This is a classic example of why you should always contact Designated Legal Counsel any time you have had something like this happen to you at work. What this man described to me strongly suggested he had **Post Traumatic Stress Disorder**, a well-recognized series of symptoms, which can be triggered by minor trauma. While it is uncommon, it certainly is real. It can be very disabling and should be reported to a physician for proper treatment.

While this man did call

me, and I was able to refer him for help, some UTU members still hesitate to contact Designated Legal Counsel—either because they don't want to embarrass themselves, or they're uncomfortable talking to lawyers.

That is what we are here for. It is why the UTU has a system of Designated Legal Counsel. Call us with your questions. The advice is free, without obligation, and it can be of real benefit to you and to your family.

Monte Bricker, Coordinator
Designated Legal Counsel
888-241-7076
montebricker@aol.com

Senior News

Canada offers Rx for savings

Retired conductor **Gene Rohrer**, former chairperson and legislative representative of Local 206, Peru, Ind., is calling on seniors to exercise their clout.

He and his wife Carol recently joined about 80 other Hoosiers on a two-bus caravan to Windsor, Ont., where the group saved more than \$72,000 by purchasing their medicines in Canada.

Brother Rohrer viewed the affair as a call to action. "It's unfortunate that U.S. citizens have to resort to such tactics," Rohrer said. "We all need to write our senators and congressmen and request they remedy the situation. The best solution would be for prescription drugs to be included in Medicare."

While Rohrer gets his medicines through the Veterans Administration, he and his wife spend between \$600 and \$800 a month for his wife's prescriptions. "By going north, we're saving about \$300 a month," he said.

The trip was organized by the Indiana Prescription Drug Coalition, which includes members of United Senior Action, the United Auto Workers (UAW), the Indiana office of the AFL-CIO, the American Association of Retired Persons, and the Alliance for Retired Americans.

The group took advantage of the Canadian healthcare system, in which each province negotiates competitive prices with drug manufacturers, with a cap set on what each will pay. Pharmacies can charge no more than 10% above cost, and a favorable exchange rate for U.S. dollar sweetens the savings.

"They gave us a three-month supply of her medications," Rohrer said, "and we can order again by mail for a year."

Rohrer said those wanting information about future trips north can call Paul Severance, executive director of United Senior Action and co-chairperson of the Indiana Prescription Drug Coalition, at (317) 634-0872.



Mr. & Mrs. Rohrer

UTU explains facts behind rising medical insurance costs

Over the past several years, a major concern expressed by retired UTU members and their spouses is the rising cost of individually purchased health insurance. This is especially true in April and May, when United Healthcare announces new payment rates for GA-23111.

The UTU is also aware of the increasing cost of the plans available to disabled and retired members covered under GA-23111 Plans C and D, and it is doing everything possible in conjunction with the other rail labor organizations to keep these plans affordable. Given the medical inflation trend of 13% annually, and the prescription drug inflation trend of 20-23% annually, this is becoming more difficult.

Plan C is available to individuals who are not eligible for GA-46000 or Medicare and have lost coverage under the National Health & Welfare Plan (GA-23000) or the NRC/UTU Health & Welfare Plan for any reason, including disability.

Generally, disabled employees have pre-existing conditions making it either impossible or impractical to obtain insurance coverage other than Plan C. And, even with the limited benefits of the plan, utilization is very high, causing the premium costs to rise.

Plan D is faced with a different dilemma: rising prescription drug costs which show no signs of slowing down in the future.

Over the past several years, UTU and the other labor organizations have been faced with very difficult decisions about this plan. Modifications were made to the prescription drug benefit in an effort to slow the effect of the inflation trend, and Plan F was recently added, which provides exactly the same Medicare supplemental medical benefits but does not have a prescription drug benefit.

The organizations also limited the open enrollment period for the plans to try to stabilize the number of enrollees and maintain a more "healthy" group.

Despite these efforts, premium and payment rates are increasing at an alarming pace. This

is due not only to inflation, but also to the fact that, as payment rates increase, people drop out of the plans because they either can no longer afford the premium or they do not need prescriptions and do not want to pay for coverage they do not need.

This means a greater percentage of people covered by the plan are using benefits, which further increases the costs, since the premium is determined by the amount of money paid out in claims. Then, as the need for prescriptions arises, these once-healthy people get back into the plan, increasing the premium because of their utilization of benefits.

UTU recognizes the need for affordable medical insurance for disabled and retired transportation employees and their dependents, and it is making every possible effort to assure that the maximum benefit is maintained at the lowest possible payment rate.

While this does not make it any easier to pay, it should provide a better understanding of the factors surrounding the cost increases and UTU's efforts to keep them to a minimum.

19th Lehigh Valley Railroad reunion set

Plans have been finalized for the 19th annual Lehigh Valley Railroad reunion and dinner, according to UTU Retiree Program member **Eugene K. Schuler** of Local 498, Allentown, Pa.

Open to all crafts, the event costs \$15 per person and will be held Saturday, September 15, 2001, at the Plainfield Township Fire Hall, R.D. #1, Pen Argyl, Pa., on Rt. 115 in Northampton County. Doors open at 11 a.m., with dinner served promptly at 1 p.m.

For information, contact George W. Dougherty at 1357 Jefferson St., Hellertown, PA 18055-1316, or call him at (610) 838-0675; or contact Schuler at 1359 N. Van Buren St., Allentown, PA 18109, or call him at (619) 432-0631.

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
200	Deen, Grady F.	Beech Bluff, TN	594	Pulliam, Lloyd	Fort Worth, TX	1370	Podolski, John W.	Wall, NJ
226	Fizer, Clarence L.	Independence, MO	602	Hoover, Dan L.	Williamsport, PA	1373	Lock, Philip P.	Aston, PA
256	Ouellette, Leo B.	Nassau, NY	662	Williams, J.W.	Gladstone, VA	1376	Kolodzik, Edwin W.	S. Daytona, FL
281	Kamperwschroer, I.R.	Milwaukee, WI	663	Pratt, M.M.	Winthrop, ME	1393	Koch, Fred A.	Ocala, FL
318	Barnes, Harold S.	Hornell, NY	693	Metcalf, Roy J.	Tallmadge, OH	1405	Vunetich, Charles C.	Butler, IL
339	Coughlin, Joseph A.	Memphis, TN	769	Andrews, Macon B.	Madison Hts., VA	1409	Shaffer, Charles E.	Kansas City, KS
378	Stevens, Charles F.	Lakeland, FL	792	Heaney, John E.	Fairview Pk., OH	1458	Gonzales, Gus	New Iberia, LA
404	Maloney, William R.	S. Webster, OH	832	Okray, Chester A.	Idaho Falls, ID	1470	Rennie, Thomas W.	Glen Burnie, MD
418	Urbanos, J.F.	Mesa, AZ	847	Ryan, C.R.	Ashville, AL	1502	Carter, Robert C.	Old Fort, NC
471	Muhr, Raymond J.	Beaverton, OR	1021	Dix, Charlie H.	Danville, VA	1591	Stone, George R.	Baltimore, MD
495	Mickelson, Ralph F.	Ellis, KS	1144	McIntyre, Stanley E.	Melville, SK	1594	Shillingford, Robert W.	Clifton Hts., PA
565	Redfeairn, Robert E.	Centralia, IL	1183	Cabic, John W.	Kimble, MI	1597	Anthony, Sr., Lloyd W.	Chicago, IL
577	Milone, George	Schaumburg, IL	1328	Chism, Robert A.	Highland, CA	1672	Spottswood, Jr., R.F.	New London, CT
587	Harris, George W.	Waterford, NY	1361	Eicholtz, Walter H.	Forked River, NJ	1962	Kosmala, John P.	Roscommon, MI
587	Manning, T. J.	Springfield, MA	1366	Taylor, Kent A.	Bountiful, UT			

UTU policy concerning fees objectors

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

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

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

3. The following categories of expenditures are chargeable:

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

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

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

6. Each person entitled to receive the referee's report may challenge the validity of the calculations made by the neutral referee by filing an appeal with the International

Percentage of chargeable fees determined by neutral review for calendar year 2000

International	77.2
General committees of adjustment ¹ , including locals under jurisdiction	
GO 001 Burlington Northern Santa Fe	100.0
GO 009 Burlington Northern Santa Fe*	99.9
GO 049 CSX-B&O	100.0
GO 081 New England Lines*	99.2
GO 261 Soo Lines*	98.6
GO 433 Illinois Central Gulf*	99.8
GO 651 Conrail*	99.9
GO 680 Norfolk Southern	100.0
GO 769 Conrail	100.0
GO 953 Union Pacific-Eastern	99.7
State legislative boards ²	
LO 005 California	81.7
LO 030 Nebraska	90.0
LO 035 New York	91.1
LO 038 Ohio	93.6

¹ Unreviewed GOs will have 2000 average of chargeable percentages of GOs audited of 99.6 applied to any new objectors.

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

* Mean of committee's previous reviews.

General Secretary-Treasurer. Such appeal must be made by sending a letter to the International General Secretary-Treasurer postmarked no later than thirty (30) days after issuance of the independent referee's report.

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

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

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

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

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

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

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

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

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

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

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

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

TPEL HONOR ROLL

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

Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)		
Roughton, Jr., Curtis	878	Greenville, TX
Tello, Michael F.	1882	Minneapolis, MN
Wilner, Frank N.	6666	Alexandria, VA
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)		
*Johnson, Carrol E.	283	Portland, OR
Bailey, Ronald	942	Florence, SC
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)		
McNary, David H.	17	Marshalltown, IA
Langston, Les	84	Los Angeles, CA
Wagner, Raymond	1381	Hammond, IN
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)		
Langford, James H.	200	North Platte, NE
Derue, Christopher	281	Milwaukee, WI
Boles, Harvey D.	750	Knoxville, TN
Davis, Larry P.	878	Greenville, TX
Myers, Andrew L.	1468	Walla Walla, WA
Willson, Richard P.	1593	Brownwood, TX
Brown, Rodney E.	1971	Atlanta, GA
DIAMOND CLUB (\$300 OR MORE PER YEAR)		
Green, Steven F.	5	Kansas City, MO
Fitzgerald, James E.	211	Binghamton, NY

Name	Local	City
Thompson, Jeff	582	Stevens Pt., WI
Martinez, Francisco	1892	Houston, TX
GOLD CLUB (\$100 OR MORE PER YEAR)		
Thacker, Larry D.	48	Norfolk, VA
Draper, Marti A.	84	Los Angeles, CA
Siry, John V.	84	Los Angeles, CA
*Welsh, L.D.	113	Winslow, AZ
Lee, Robert F.	198	Peoria, IL
*Lotz, Robert C.	322	Milwaukee, WI
Lary, Timothy A.	349	Kansas City, MO
Hart, Richard J.	375	Edgemont, SD
*Wethington, Bernal L.	376	Louisville, KY
*Hatten, James F.	544	Havre, MT
*Schneider, Dennis	626	McCook, NE
*Sechena, John W.	730	Great Falls, MT
Ali, Madjun	781	Shreveport, LA
Curl, Justin Wyatt	781	Shreveport, LA
Shea, Joseph Keith	781	Shreveport, LA
*Kolashinski, Kay S.	891	Whitefish, MT
*Koestler, Marlin	891	Whitefish, MT
*Caluori, George M.	891	Whitefish, MT
Craig, Donnie D.	934	Alliance, NE
Bowen, W. Phillip	942	Florence, SC
Gause, Bruce Darrell	942	Florence, SC

Name	Local	City
Sease Jr., George A.	942	Florence, SC
Barber Jr., George H.	970	Abbeville, SC
Creswell, Joseph B.	970	Abbeville, SC
Glace Jr., William R.	970	Abbeville, SC
Hill, James C.	970	Abbeville, SC
McClain, Johnny	970	Abbeville, SC
Price, John W.	970	Abbeville, SC
Sorrow, Sanford V.	970	Abbeville, SC
Harman, Kenneth	1038	Salt Lake City, UT
Ishmael, Clifford L.	1293	Altoona, WI
King, Ronald L.	1313	Amarillo, TX
May, Ricky D.	1377	Russell, KY
*Lewman, Ralph L.	1381	Hammond, IN
Grandgenett, Brian	1403	Kansas City, MO
Hinecker, Bruce A.	1403	Kansas City, MO
King Jr., David A.	1403	Kansas City, MO
Markham, Jodie N.	1593	Brownwood, TX
Craney, Timothy J.	1800	Tucson, AZ
Faulkner, Donald D.	1800	Tucson, AZ
Sowers, Bradley S.	1892	Houston, TX
Montgomery, Joan	LA583	Sterling, CO
Walter, Edythe	LA793	Minerva, OH

* = Retired Member



Panama Canal cruise set for Mar. 6-16

Experience the Panama Canal with a twist! Active and retired UTU members and their guests are invited to enjoy a unique fraternal travel opportunity in the spring of 2002 when the UTU Travelers Club sponsors its Roundtrip Panama Canal Cruise aboard the Princess Cruise Line's Sun Princess.

Set for March 6 through March 16, 2002, the Roundtrip Panama Canal Cruise provides a twist on the traditional 10-day cruise of the canal, offering the convenience of sailing from, and returning to, Ft. Lauderdale, Fla.

With cabin prices starting at just \$1,522 per person (based on double occupancy), this Love Boat adventure gives those who were closed out of our sold-out Fall Foliage Cruise aboard the Crown Princess another opportunity to experience Grand Class cruising, where big-ship choice combines with small-ship intimacy to create an experience unlike any other.

Pampered guests aboard this cruise will embark from Ft. Lauderdale on Wednesday, March 6, and set sail for arrival on March 8 in Cozumel, Mexico. From there, travelers will head to the charming, British-



Cruise the Panama Canal aboard the Princess Cruise Line's "Sun Princess."

influenced island of Grand Cayman. After a day at sea on March 10, participants will dock at Limón, Costa Rica, which offers white, sandy beaches and misty mountains draped in lush rainforest.

On March 12, the real adventure begins when the ship enters the Panama Canal at the Gatun Locks and heads for Gatun Lake, an immense 168-square-mile artificial reservoir surrounded by lush, impenetrable jungle.

Returning through the same locks, the ship cruises to Cartagena, Columbia, where travelers will get a glimpse on March 13 of colonial Spain as they stroll into the 16th century walled city boasting local boutiques that offer the world's finest emeralds.

Two days at sea on the way back to Ft. Lauderdale give travelers ample opportunity to discover why Princess cruises outclass the rest.

To receive a brochure and reservation form, write today to: UTU Travelers Club, 14600 Detroit Ave., Cleveland, OH 44107-4250. To learn about the various upgrade options and airfares, call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)



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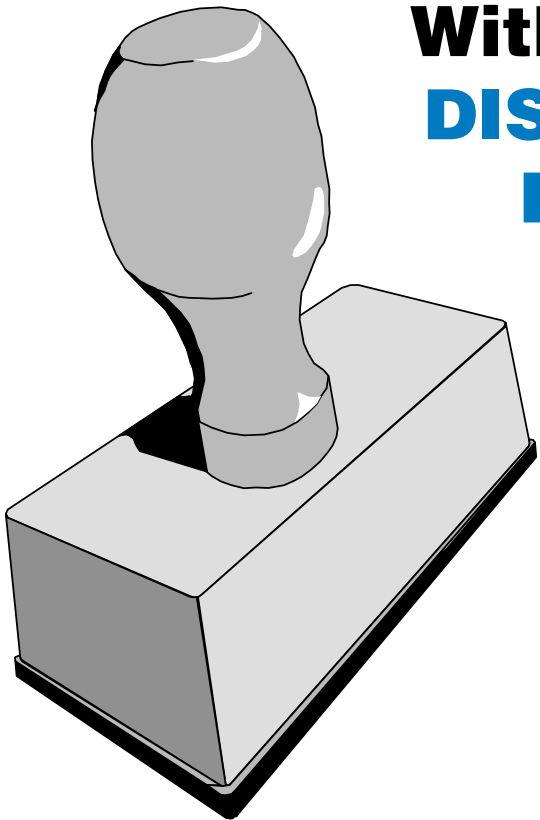


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