

# UTU News

The Official Publication of the United Transportation Union

## UTU/UTUIA REGIONAL MEETING SPECIAL 4-PAGE INSERT INSIDE



**Unification Poster Inside:**

**"THE POWER  
OF ONE UNION"**

### News & Notes

#### Railroad mergers on hold

WASHINGTON – Surface Transportation Board (STB) Chairwoman Linda J. Morgan announced March 17 that the agency has ordered large railroads not to pursue further merger activities until it can adopt new rules governing merger proceedings. The STB indicated that it would issue the rules in about 15 months.

Hours later, the Burlington Northern Santa Fe and Canadian National filed a notice of appeal in federal court, asking for quick review of the STB order and requesting a stay, which, if approved, would force the agency to accept their merger application.

The STB decision was issued following four days of hearings triggered by the announcement that the two carriers intended to ask the STB to allow them to merge. At the hearings, the UTU testified against the BNSF/CN merger because of potential job losses. The BLE supports the merger.

#### UTU video wins award

CLEVELAND – The UTU's latest video, "Labor Unions and Railroads: Then and Now," has been honored with a 2000 Telly Award for production design, clarity of information and outstanding quality. "Then and Now" was one of more than 11,000 entrants to this year's Telly Awards. Less than 25% of all entrants receive awards. Over the past 21 years the Telly Awards have become a well-known, highly respected national competition for special-interest videos. Other UTU videos winning similar awards include "Vision," "FELA Overview," "Choose UTU," "Safety" and "Operation RedBlock." All videos are available through the union's Public Relations Department. Information on the videos is also available on the UTU website at <www.utu.org>.

## UTU withdraws from AFL-CIO

### **UTU cites federation's lack of evenhandedness in representation disputes**

CLEVELAND – The United Transportation Union withdrew from the AFL-CIO on March 15.

In announcing its "disaffiliation," the UTU said the federation "demonstrated a lack of evenhandedness" in representation dispute

**See Charles L. Little column, Page 4**

decisions, and holds several positions on national transportation policy that would hurt railroad employees.

"It is with regret that I must inform you that the United Transportation Union is hereby immediately disaffiliating," UTU International President Charles L. Little wrote in a letter to federation President John J. Sweeney.

"Because UTU perceives its differences with

the federation...to be presently irreconcilable, the UTU Board of Directors and I have concluded that it will be in the best interest of both UTU and the federation for us to immediately disaffiliate."

In 1986, under President Fred Hardin, the UTU withdrew from the federation for three years over a major political dispute concerning coal slurry policy that threatened the jobs of thousands of railroad workers. Other major unions, including the Teamsters, mine workers' and teachers' unions, also have withdrawn from the federation over political and organizing disputes.

The UTU also said it was unacceptable for the federation to impose "improper, after-the-fact" monetary sanctions against it in its ongoing representation dispute with the Brotherhood of Locomotive Engineers (BLE). The UTU said it was not right for the federation to give those funds to the BLE, which would then use UTU members' money to mount an organizing campaign against the UTU.

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## NMB okays TexMex vote

### **BLE requests election for "train and engine service"**

CLEVELAND – The National Mediation Board (NMB) recently agreed to the BLE's request to let it face off against the UTU in a representation election on the Texas Mexican Railway (TexMex) among the craft and class of "train and engine service employee."

Curiously, in this case it was the BLE that did a flip-flop and asked for an election in the craft and class of train and engine service employee that it had so vehemently fought against on the Union Pacific Railroad (UP).

In effect, the BLE has asked for the same kind of election on the TexMex that the UTU asked the NMB to sanction on the UP. In the UP case, however, a special labor panel ruled

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## BLE: Engineer only on UP

### **BLE fires first shot in "race to bottom"**

CLEVELAND – The BLE's chief spokesman said in mid-March that his union would look to negotiate engineer-only contracts on the Union Pacific Railroad (UP).

In essence, the BLE's chief spokesman fired the opening salvo in the "race to the bottom," saying his union will try to put thousands of UTU members out of work on the UP and destroy the crafts of conductor, trainman, and switchman.

At meetings held in Louisiana, BLE Vice President William Walpert, the union's chief propagandist, told railroad workers that the engineers' union would try to negotiate engi-

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# Around the UTU

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

### Local 4, Charny, Q.C.

About 200 gathered last month at the Hotel Quebec for a brunch marking the retirements of a dozen members who had pulled the pin since the middle of last year, said Secretary and Treasurer **Louis-François Garceau**.

### Local 206, Peru, Ind.

Great attendance marked a series of classes on wages and agreements presented for the benefit of new conductors and trainees in late February, according to Secretary and Treasurer **Max Starkey**. Taught by Local President **Leon Crist**, Legislative Representative **Dennis Snyder** and Starkey, the courses will become a regular training feature for the local.

### Local 226, Moberly, Mo.

The fourth annual golf and dinner outing has been scheduled for May 1 at the Moberly Country Club, according to Secretary and Treasurer **Rich Duley**. The event is sponsored by Designated Legal Counsel **Yaeger, Jungbauer, Barczak, Roe & Vucinovich**. The open-scrabble game starts at 11 a.m., with lunch served on the course, a social hour afterwards, and supper at 6:30 p.m. On hand will be the UTU Auxiliary's state director, the vice president of the National Association of Retired and Veteran Railway Employees (NARVRE), and the UTU's mobile education and training facility, **Membership I**. No reservations are needed, but those planning to attend should let Duley know by writing to him at 1451 Trails End, Moberly, MO 65270, calling him at (660) 263-4916, or by sending e-mail to <DULEY@missvalley.com>.

### Local 262, Boston, Mass.

Retired member **Gerald J. Cunningham**, past president and organizer from 1971 to 1981 of retirement dinners honoring members of the now-closed L-1331 (Boston, Mass.), passed away at age 80 on February 24, according to **C. R. Edson**, retired former local chairperson and secretary of L-1331 and now a member of L-898 (Boston, Mass.).

### Local 324, Seattle, Wash.

Part-time bus operators at Evergreen Trails have ratified an agreement placing them in the same contract with full-time operators on the property, said International Vice President **Bernie McNelis**, director of the UTU's Bus Department. McNelis lauded Chairperson **Brian Donald** and Vice Chairpersons **Dan Bentley** and **Rodney Overgoard** for their efforts in this successful campaign, and thanked the part-timers on the property for their support of the negotiating committee.

### Local 469, Madison, Ill.

The local's annual Super Bowl Sunday Poker Tournament, sponsored by Designated Legal Counsel **Lance Callis** and the **Midwest Railroaders**, raised \$1,000 for the Four Square Church of Granite City, Ill., which helps the needy in the area, according to Secretary and Treasurer **John I. Payer**. Those at the event included members of Locals 1405 and 1388 (St. Louis, Mo.), Local 1929 (E. St. Louis, Ill.), as well as members from Chicago, Cincinnati, and various parts of Indiana. Meanwhile, the sponsors of the poker tournament invite all to participate in the April 29 crappie tournament at Mark Twain Lake in Missouri. For information, contact Payer at (618) 344-4519.

## Diabetic member's knowledge saves life

Thanks to **Dave Benish** being knowledgeable and alert to the conditions of his fellow workers, engineer **James E. Mollenkopf** is alive and well today.



Brother Benish, a member of Local 1374 in New Castle, Pa., works as a CSXT conductor at a Lordstown, Ohio, General Motors plant. Because of a joint switching arrangement at the plant, Brother Mollenkopf, a Norfolk Southern (NS) engineer and member of Local 1590 in Freedom, Pa., sometimes finds himself working with Benish who, as a utility man, prepares trains for the crews.

"I'm a mild diabetic," explained Benish. "I don't take insulin shots, I take a pill. But I've read the books about diabetes, so I know about it. He (Mollenkopf) takes an insulin shot."

On February 2, Mollenkopf found himself in Lordstown. When he changed engines, his lunch inadvertently ended up in the wrong engine. "He never thought about it," said Benish, "and after he had taken his insulin shot, he laid down and waited for it to work."

But when Mollenkopf got up, fellow workers realized he was acting peculiar. He started getting violent, and nearly fell into a ditch.

"The others weren't sure what was happening, but I recognized right away that Mollenkopf's blood sugar was too low," said Benish. "When that happens, you get incoherent and don't know what's going on."

"I told the others to call 911, and when the EMS people came, they found Mollenkopf's sugar was down to 41. That's very low. They immediately gave him a dextrose shot, and that stabilized him."

In a letter to Benish, NS trainmaster **Lee E. Powell** thanked him for his assistance, passed along Brother Mollenkopf's sincere gratitude, and noted he would send a copy of his letter of commendation to Benish's trainmaster.

"Your knowledge of diabetes was very valuable, and you were very helpful during a time of crisis at our Norfolk Southern terminal," Powell wrote. "I know Mr. Mollenkopf was very grateful for your assistance...Your actions showed a true touch of class as a fellow railroader. Though our companies are competitors, we do share a common goal of safety and service reliability to our customers...Thank you, Dave."

### Local 1162, Erwin, Tenn.

CSX conductor **Daranda C. Martin** is compiling a cookbook by and for railroad families and is seeking recipes. Entitled *All Aboard*, and dedicated to Daranda's son **Mitchell J. Caldwell**, also a conductor on the Appalachian Division and a member of the local, the book will include cooking tips and recipes from engineers and conductors in its "Sidewall and Engine" cooking section. Send submissions to Martin at 2710 Windwood Drive, Johnson City, TN 37604.

### Local 1374, New Castle, Pa.

Local Chairperson **Arthur G. Rayner's** son **Artie** was recently profiled by the Sharon, Pa., newspaper *The Herald*, when he was granted a full scholarship to play football at the University of Richmond, an NCAA Division I-AA institution, said Local Chairperson **Sam Marino**. The younger Rayner maintains a 3.77 grade average and plans to major in physics.

### Local 1382, Milwaukee, Wisc.

**Elmer L. Dirks**, a retired former UTU Milwaukee Road general chairperson, passed away February 28 in Lakeland, Fla. He was 91 years old. Brother Dirks began his rail career in 1935 as a switchman on the Milwaukee Road, and joined Brotherhood of Railroad Trainmen Lodge 982 in Milwaukee. He served as general chairperson from 1955 until his retirement in 1974.

### Local 1438, Lincoln Park, Mich.

Members working for Norfolk Southern wish to recognize Local Chairperson **Louis V. Peltola** for his outstanding leadership, dedication to the union, and willingness to go the extra mile for old and new workers, said **Dennis Kernan**, who noted Peltola's role in increasing the local's membership and boosting interest in union affairs.

### Local 1558, Bergenfield, N.J.

Bus operator **Robert Sigrist** (better known as "Popeye") recently retired after 44 years of service, said Local Chairperson **Richard Deiser**. Sigrist hired on as an operator with Rockland Coaches in July 1956, and retired with a perfect record free of any chargeable accidents, disciplinary hearings, or letters of complaints. Meanwhile, the local's members are joined by those at the UTU International in wishing a speedy recovery to Local Legislative Representative and Delegate **Ralph Styver-son**, who is recuperating at home after undergoing double coronary bypass surgery.

### Local 1593, Brownwood, Tex.

Member and Designated Legal Counsel **J. Donald Bowen** succumbed to pancreatic cancer on March 3. Always a champion for the rights of rail workers and their families, Brother Bowen joined **Helm, Pletcher, Bowen & Saunders** in 1973. Memorials may be sent to the Don Bowen Memorial Scholarship Fund, Abilene Christian University, P.O. Box 29132, Abilene, TX 79699-9132. **David R. Miller** will assume the reins as designated legal counsel for UTU members.

### Local 1778, N. Vancouver, B.C.

The local, comprised of BC Railway workers, has secured a new URL for its website, which it shares with BC Railway employees in Local 1923 (Prince George, B.C.) and which now boasts a number of improvements, according to Secretary and Treasurer **David Moorhouse**. The site, which recently received the CompuServe TrainNet Web Gem Award for excellence, is located at <<http://www.utubc.com>>.

### Auxiliary of the UTU

The Auxiliary's 2000-2001 directory was printed and mailed to all officers last month, and those who did not receive one should write to the Auxiliary at 5151 Reed Rd., Ste. 213-B, Columbus, OH 43220-2553, call (614) 459-4443, or use the organization's new e-mail address <AUXILIARYED@aol.com>.

# State Watch

News from UTU State Legislative Boards

## Arizona

Legislative Director **Scott Olson** reported that HB 2560, the Uniform Contribution Among Tortfeasors Act, was defeated in the Arizona Senate, much to the relief of rail labor.

Had the legislation passed, it would have complicated Federal Employer's Liability Act (FELA) cases in the state for rail workers injured on the job.

"This bill will be back next year, but there is definitely a positive feeling that we can defeat it," Olson said.

He said Assistant Director **David Shearer** (1559), Board Chairperson **Steve Coffey** (1081), Designated Legal Counsel Lloyd Rabb and Arizona AFL-CIO Secretary Chuck Huggins provided the necessary push to defeat the bill.

The UTU and the AFL-CIO were the only labor organizations to lobby and testify against the bill.

In other news, Olson and the UTU played host to Vice President Al Gore and others at a reception sponsored by the Democratic Party's Coordinated Campaign 2000. The event raised over \$42,000 for candidates throughout the state.

Olson, who served as chairman, was responsible for everything from catering to fundraising.

## North Dakota

Safety standards for passenger contract carriers which transport rail crews and others have been finalized and took effect on February 1, 2000, according to Legislative Director **John Risch III**.

The rules were established by the state Highway Patrol.

At a meeting of the Administrative Rules Committee held February 22-23, Risch requested that the Highway Patrol reopen hearings to determine the proper level of insurance for contract passenger carriers.

The legislation which established the creation of the safety standards for contract carriers was drafted by the UTU and was passed into law last year.

## Georgia



Members of the legislative board and other UTU members recently attended the Jefferson/Jackson Dinner, hosted by the state's Democratic Party at the Hyatt Regency Atlanta, where Vice President Al Gore was the keynote speaker. Legislative Director **Danny Boyles** said that the dinner was a huge success, raising more than \$1 million for the Democratic Party. UTU members in attendance were Boyles, Assistant Director **Mike Dickerson** (674), Chairperson **Ben Cureton** (1971), Vice Chairperson **John Black** (1245), Legislative Representative **Ricky Cole** (1261), **Clemmie Wright** (1245), **Tommy Franklin** (1245) and **Jackie Baugh** (1245). Boyles said that, as the Georgia General Assembly came to a close, the UTU played an extensive role, with legislation introduced to form the basis for rail passenger service in the state being passed on the last day. Pictured above, from left, are Cole, Boyles, Lieutenant Governor Mark Taylor, Peggy Boyles and Black.

For more information concerning the standards, members should contact their UTU local legislative representative.

## Minnesota

The Minnesota Legislative Board held its quadrennial meeting in St. Paul from February 23-25, reports Director **John Smullen**, and **Tom Lyman** (1000) and **Bob Pearson** (1177) were elected to the offices of assistant director and board secretary, respectively.

The board endorsed State Senator Jerry Janezich (D) for the U.S. Senate seat now held by Sen. Rod Grams (R) and Minnesota AFL-CIO Director Mary Rosenthal for the 4th U.S.

Congressional District seat being vacated by Rep. Bruce Vento (D).

Al Vogel of the state's Department of Transportation addressed the board on the prospects for a commuter rail system in the Twin Cities and Democratic-Farmer-Labor Party Chairperson Mike Erlandson spoke about the party's political prospects in the 2000 elections.

Smullen said he gave a multi-media presentation on the Switching Operations Fatality Analysis (SOFA) group's findings and recommendations and Local Chairperson **Dave Riehle** (650) gave an enlightening talk on the history of rail labor.

Smullen also thanked Legislative Representative **Rich Olson** (1175) for his years of service to the board.

## West Virginia

HB 4430, which will regulate trains blocking roadways during an emergency, was passed by both houses of the state legislature and was sent to the governor's office to be signed into law, reported Legislative Director **John Pennybacker Jr.**

As currently written, state law prohibits a stopped train from blocking a grade crossing, except in a rail emergency, for a period of longer than 10 minutes and imposes a fine of no less than \$50 to be levied upon the offending railroad for each infraction.

If approved, the new legislation would increase the fines for each infraction to no less than \$1,000, increasing for each infraction at the site. It would also require train crews, upon the request of a law-enforcement officer or other emergency service provider, to immediately clear a railroad crossing upon notification of the appropriate railroad dispatcher.

As first written, the legislation would have placed the responsibility for the train on the rail crew, rather than the railroad.

Pennybacker acknowledged the efforts of **Mark Mewshaw** (605) in getting the legislation passed as worded.

## Bus Department

By **Bernie McNelis**

### History offers valuable lessons

Some words of wisdom from the last 100 years of labor history, as printed in *America@Work*, an AFL-CIO publication:

• "Pray for the dead and fight like hell for the living." – **Mother Jones**, 1902

• "In our glorious fight for civil rights, we must guard against being fooled by false slogans as 'right to work.' It provides no rights and no work. Its purpose is to destroy labor unions and the freedom of collective bargaining. We demand this fraud be stopped." – **Reverend Martin Luther King, Jr.**

• "Don't mourn for me. Organize." – **Organizer Joe Hill**, executed in 1915 on trumped-up charges

• "No business which depends for existence on paying less than living wages to its workers has any right to continue in this country. By living wages I mean more than a bare subsistence level. I mean the wages of decent living." – **President Franklin D. Roosevelt**, 1933

• "Only a fool would try to deprive working men and women of the right to join a union of their choice." – **President Dwight D. Eisenhower**

• "Once social change begins, it cannot be reversed. You cannot uneducate the person who has learned to read. You cannot humiliate the person who feels pride. And you cannot oppress the people who are not afraid anymore." – **Cesar Chavez**, president of the **United Farm Workers**

As these great leaders confirm, labor unions are essential for the well-being of working men and women everywhere.



## Yardmasters

By **Don Carver**

### Klinker, former VP of RYA, passes

Former Railroad Yardmasters of America (RYA) Vice President Ralph Klinker passed away. Ralph made his final call February 28, 2000, in Ash Grove, Mo. He had served the yardmasters many years as an elected representative, holding the offices of local chairman, general chairman on the former St. Louis San Francisco, and at the time of his 1985 retirement national vice president and member of the RYA Executive Board.

Ralph continued to serve others in retirement through active service in his church as well as chaplain at Columbia Hospital and VFW Post 3403.

Ralph is survived by five daughters. One of his daughters, Leah Crane, is a yardmaster in Tulsa, Okla., and member of UTU Local 1972. Leah represents the Tulsa yardmasters as a vice local chairperson on the BNSF Yardmaster Committee.

• General Chairperson J. M. Mercurio began contract negotiations for the yardmasters of the SL&H (former D&H). The opening sessions were held March 27 and 28.

• General Chairpersons W.B. Headrick, Jr. and R.J. Cooper report progress is being made in negotiations with the Norfolk Southern on a single system agreement for the yardmasters.

• I had the opportunity to attend the Ohio State Legislative Board reorganization meeting. Congratulations to Director Thompson and Assistant Director Boda on their leadership as evidenced in their re-election. Congratulations also are in order for yardmaster David W. Otten, legislative representative of Local 1962, and local chairperson of GO-348. Dave was elected to the office of secretary of the Ohio State Legislative Board.



**Charles L. Little, International President**  
**Byron A. Boyd, Jr., Assistant President**  
**Paul C. Thompson, General Sec./Treas.**  
**James Brunkenhoefer, Nat. Legislative Dir.**

## Moratorium makes sense

The Surface Transportation Board (STB) made the right decision by imposing a 15-month moratorium on rail mergers. Not that everybody is happy about it. As this issue of the *UTU News* goes to press, both Canadian National and Burlington Northern Santa Fe have filed an appeal seeking to overturn the STB's decision.

But for railroad employees, the STB, under the wise leadership of Linda Morgan, has brought a welcomed breather to a workplace that suffers from merger fatigue.

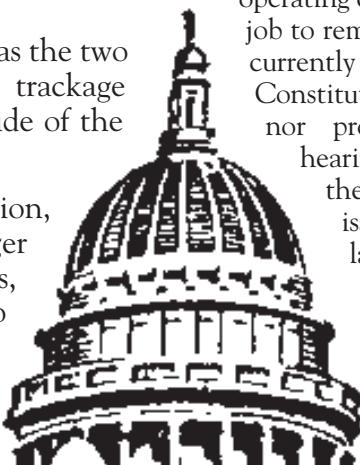
It's interesting that CN and BNSF say that their merger will be better than the ones before it. But we've heard the same tune before. The existing mega-mergers and acquisitions on UP, CSX and NS need time to stabilize before what is sure to be the final round of mergers.

The UTU was the first rail union to oppose the CN/BNSF merger, and the leading union to testify against more rail mergers at this time. On the other hand, the BLE was willing to be the lackey for CN/BNSF and happily carry out their agenda, which would have put thousands of workers out of jobs in exchange for some empty promises.

We don't believe the CN/BNSF merger is good for the industry. It would only benefit a few at the expense of many others, and greed appears to be the primary motive. In addition, it would harm the national security of both the U.S. and Canada. By putting a hold on the CN/BNSF merger, the STB will allow the settling of the industry and help restore shipper confidence. Another merger at this time would cause irreparable harm and could threaten the viability of the American freight rail system by creating further service disruptions and operational problems.

The CN/BNSF merger is not an "end-to-end" merger as the two carriers claim, because there is significant parallel trackage involved, and rail traffic could be diverted from one side of the border to the other in the west.

Parallel mergers are duplicative, eliminate competition, and create captive shippers. If the CN/BNSF merger moved forward, it would force competing rail carriers, such as UP, KCS, CP, and perhaps even NS and CSX, to respond in defense in order to compete. The likely result is that two major carriers would remain in North America if this merger takes place. And nobody needs that right now.



## A tough, but right, decision

When you believe you are right, sometimes you have to make tough decisions. Our decision to withdraw from the AFL-CIO was one of those decisions.

It is a step that we took because we believe it is in the best long-term interest of our members and their families. In the past, other labor organizations – the Teamsters, United Mine Workers, and teacher's union – have left the AFL-CIO's tent because of disputes over representation issues and national political policy. Our disaffiliation is no different.

Over the last few years, the UTU Board of Directors and I believe the federation has demonstrated a serious lack of evenhandedness in its decisions regarding representation issues in the railroad industry. In addition, several positions it has taken on national transportation policy have been detrimental to railroad employees and UTU interests.

While we regret having to leave the AFL-CIO at this time, we believe our current irreconcilable differences left us no other course. That was the feeling of President Fred Hardin and the UTU back in 1986 when we withdrew from the federation for three years over a political dispute concerning coal slurry policy that threatened the jobs of thousands of railroad workers.

If membership in the federation presents a roadblock to bringing about the needed changes in the structure of representation for rail operating employees, then it is our job to remove the barrier. As it is currently written, the AFL-CIO Constitution does not address, nor provide an appropriate hearing process, to resolve the specific representation issues endemic to rail labor. What's more, it allows for a serious manipulation of the process that doesn't benefit operating rail employees.



By  
**Charles L. Little**

regard our ongoing representation dispute with the BLE stands as testimony to the ineffectiveness of the federation's bylaws when it comes to rail labor.

Sadly, the federation has allowed the BLE, which only joined in 1989, to try to avoid the election on NS, manipulate its internal processes so that there is no longer a level playing field for the resolution of serious structural changes that are necessary in the archaic and splintered rail labor representation system.

If we, as union leaders, are more concerned about making the AFL-CIO's leaders in Washington happy instead of solving the serious challenges that affect our industry and the future well-being of UTU members and their families, then we do not deserve to represent you.

If we are afraid to stand up and do what we know is right – no matter what slings and arrows are thrown our way – then we do not deserve to represent you.

But sometimes the only way to create positive change is to take a strong position and stick to it no matter the barbs that are thrown your way. Nobody ever said it was easy, but doing what is right has never been easy. It has always been much easier to go along to get along. Just ask all of those who make their living protecting the status quo.

We wish the federation well and our withdrawal does not signal a total break in our affairs. In fact, we are actively taking a leadership role working in a coalition with nine other rail labor organizations to pass a major Railroad Retirement bill. And we will continue to work with the federation in matters of common interest.

Our goal is to bring the Power of One union to operating rail labor. We only wished we could achieve that goal on a level playing field within the federation. Sadly, that is not possible at this time.

## WASHINGTON WATCH

By James Brunkenhoefer

## A letter to railroad chief executive officers

Your biggest competition, the trucking industry, is in a world of hurt. There is a severe driver shortage because the big truck lines pay so little and the small truck lines pay even less. However, that is not their biggest problem. The cost of diesel fuel has taken off like the stock market – it has gone straight up. Of course, that's everyone else's stock, not yours.

Of course your locomotives burn fewer gallons per ton-miles than those polluting trucks do. You are sitting there, positive that the shippers will soon be rewarding you with their business. Well, put down the scotch and pour yourself some coffee. It is time for a double shot of reality.

A few years ago you tore out the secondary main line, sold it for scrap and now your single main line is overloaded. You downgraded the signal system or eliminated it altogether. You simply do not have the capacity to carry much more freight than you already do. While you have been ripping at your capacity, the federal government has been using fuel taxes to add capacity to your competitor's system. While your



friends at the country club have been praising you for fighting government regulations and subsidies, the truckers have been laughing at you.

The trucking industry understands that it is their responsibility to deliver profits to their stockholders. You have never heard a trucker protesting the construction of a new highway because it was paid for with tax dollars.

Even though Joe may be parking his truck because his costs are up, soon a non-American will be showing up to take Joe's place, and he will be driving a truck filled with cheap, substandard, untaxed Mexican diesel fuel. He will be pulling that double boxcar-sized rig onto the subsidized highway system at a dollar or two an hour with no workers comp.

Oh sure, if he makes point-to-point domestic U.S. delivery he will be in violation of the treaty, but do you really think that's going to be enforced?

You rail against government subsidies and government regulations without regard to the benefits that your stockholders, and employees, could gain by joining the subsidized and regulated truckers, barges and airlines. They know there is gold available to them in Washington.

Are you in the political philosophy business or the profit business? Your competitors sure do understand what business they're in.

# UTUers help Amtrak design fare-collection system

by UTU Local Chairperson Dave Brooks  
Local 1470, Edmonston, Md.

With the input of UTU members, Amtrak and Motorola have created a new onboard fare collection system that represents a great step forward for the passenger carrier, its employees, and its customers.

The new system will go into service with the high-speed Acela Express later this year, and UTU members are being employed as instructors in the pilot training programs that began in March.

The manual ticket collection and payment process that Amtrak has used for years has served the company well. But the mandate Congress gave us to become operationally self-sufficient by 2003 made the push to develop a more modern fare collection system a priority.

Since the mid-1990s, Amtrak management has been committed to developing an automated fare collection system, and from the very beginning of the project has called on the UTU and others to be involved in the process.

Recognizing that conductors have historically taken tickets aboard the train, Amtrak created a system that respects and enhances that role in a major way, putting the latest technology in the hands of our conductors.

The new two-piece system includes a hand-held device (HHD), which is actually a mini-computer, that conductors will use to scan tickets and

process credit cards. The other piece of the system is a small printer that conductors will wear on their belts. Information loaded into the HHD will be transmitted automatically to an onboard computer, then to the reservations and ticket system, where station agents can access the information.

This advanced system will help Amtrak meet its obligations to Congress in two very important ways.

First, instead of having to wait for weeks, we will have the capability to produce "real-time," or up-to-the-minute, ridership data, proof that Amtrak is a commercially oriented business. The technology will enable us to stay on top of our inventory and keep our seats sold. It will also create greater flexibility, allowing Amtrak to resell cancellations and no-shows, producing increased revenue for the carrier.

Second, the system will address safety and liability issues. Whenever our train crews and passengers are involved in an accident, the corporation is held accountable to the National Transportation Safety Board and the Federal Railroad Administration. We'll now be able to produce the most accurate passenger manifests possible, allowing us to keep and deliver more reliable records of who is aboard our trains at any given time.

Although the equipment is not heavy, it is different, and getting accustomed to it will take a little time. However, I'm confident that conductors quickly will see the benefits in reduced paperwork, faster ticket and fare collection, and easier credit card transactions.



# Bus accident reveals weaknesses in CDL standards

By Carolyn Scarsella  
General Chairperson, National School Bus  
Alternate Vice President - East - Bus

At a recent National Transportation Safety Board (NTSB) hearing, I heard the tale of a fatal bus accident that happened on Mother's Day 1999 near New Orleans, which resulted in the deaths of 22 senior citizens. During two days of NTSB hearings in January, the safety board was looking into the commercial drivers' licensing (CDL) program as well as the medical certification process for drivers.

The Mother's Day crash was used as a case study, and it is a startling story. According to accounts from passengers, the coach, which was transporting senior citizens to a casino, was traveling between 60 mph and 65 mph when it drifted across two lanes, onto the shoulder, breached a guard rail, vaulted over a golf path, and smashed headlong into an embankment. Nine passengers were ejected, along with the driver, and 22 were killed.



Scarsella

What is startling, in retrospect, is that the driver was behind the wheel of the bus. Reports said he was high on marijuana and dizzy from Benadryl. He also suffered from congestive heart failure, was undergoing kidney dialysis, and had been released from the hospital less than eight

hours before reporting to work that fateful morning.

The federal government fined the bus company \$10,000 for failing to thoroughly check the employment history of the driver. That was the cost for 22 killed.

However, a background check would have shown that the driver had been fired from two previous jobs after testing positive for drugs. He also was rejected for employment at Greyhound Bus Lines after testing positive for cocaine, which was at least the fifth time he had failed a drug test. In addition, he also had been fired by a transit line after testing positive for marijuana twice in four years, and there were other such events in his past.

In 1998, the driver suffered a mild heart attack and, six months later, when his medical certificate was up for renewal, a doctor diagnosed him with congestive heart failure. Although this condition is an automatic disqualification for a commercial drivers' license, the doctor renewed the certificate. In 1999, the driver's worsening diabetes required that he start undergoing dialysis three times a week. Company officials, however, say they were unaware of any health problems.

The day before the crash, the driver worked four hours and then received dialysis treatment, after which the doctor gave him Benadryl. After two attacks of nausea, the driver was rushed to the hospital where he was treated for dizziness, nausea and falling blood pressure. He was discharged at 11 p.m., just a little more than seven hours before reporting for work. Sometime between 3 a.m. and 7 a.m., tests showed he smoked marijuana.

This accident has raised many serious concerns, and now government agencies are looking for ways to get drivers off the road before similar accidents happen. A bill has passed the U.S. House of Representatives to form new agencies called the National Motor Carrier Safety Department and the Passenger Vehicle Safety Department. The measure is now before the Senate.

Under the proposed regulations, an employer will be able to look at all convictions, including failed drug tests, of a prospective employee. There will be 22 requirements that states must comply with or risk losing federal funding. Also being looked at is an entry-level training program where a new driver would graduate to a full CDL based on experience and training, such as an apprenticeship program.

The NTSB would also like to create a CDL certification program similar to the pilots' certification program administered through the Federal Aviation Administration (FAA). However, there is a need for certified medical examiners who can evaluate drivers to see if any medical condition will impair driving ability. Right now personal physicians qualify drivers, most of whom are unaware of proper medical requirements. Under the new criteria, drivers would be qualified or not qualified, and operating with medical restrictions will not be allowed.

Under upcoming rulemaking, the medical certification form will be revised and added to the commercial drivers' license record. Drivers will have to sign a statement that the information is accurate and correct on a new form. Currently, because any physician can do the exam, a driver can go from one to another physician to get qualified.

The NTSB would like to implement a program that would centralize CDL licensing, medical certification, drug and alcohol testing, drivers' records and a national medical examiners record combined into one registry, including Canada and Mexico. Under the proposed regulations, all future employers would be able to pull up a complete history of the CDL driver.

That, of course, raises the issue of confidentiality, disability, discrimination and possibly other legal issues. We, of course, are concerned about the safety of our members and the public. However, we have to be careful to protect the rights of all those involved.

## FEC members ratify pact

ST. AUGUSTINE, Fla. – UTU members on the Florida East Coast Railway (FEC) have ratified a new agreement with the carrier. The agreement became amendable on Feb. 28, 1999.

John Hancock, UTU general chairperson, said, "The UTU is pleased that the negotiations resulted in these significant benefits for its members. We are glad that FEC Railway is interested in a closer partnership with us, and I believe the enhanced relationship will be a win/win."

The current amendments are valid until Dec. 1, 2003, and are primarily related to compensation and benefits. The company also agreed to review crew-calling and job-posting procedures. The UTU represents approximately 265 train and engine service employees and yardmasters on FEC's rail line.

"FEC Railway wants to foster a relationship with the UTU based on trust and integrity. Reaching this agreement is a step in that direction," said FEC Railway President John McPherson. "The UTU represents a significant number of FEC employees, and it is in everyone's best interest to develop a partnership."

## UTU withdraws

Continued from page 1

"UTU firmly believes that it must assume the lead role in bringing about needed changes in the structure of representation for rail operating employees," Little wrote. "It must be done now if we are to overcome the rigorous challenges to the future well-being of UTU members and their families."

Here are highlights of the UTU's letter to the AFL-CIO:

- With regard to its future relations with the AFL-CIO, Little said, "UTU's disaffiliation at this time should not be construed to signal a total break in our affairs. We will continue to work with the federation on matters of common interest to workers whenever and wherever possible.... UTU wishes the federation well in its efforts to instill new life in the labor movement. UTU has the same goal: to rationalize and revitalize the representation of operating employees on the nation's railroads."

- With regard to the federation's transporta-

tion and political actions, the UTU cited the federation's support for a "Shippers' Bill" which "would greatly harm rail operating employees represented by UTU," and its opposition to UTU-supported candidates for government positions at the Surface Transportation Board (STB) and National Mediation Board (NMB).

- With regard to the federation's "lack of evenhandedness," Little said that the labor organization applied different standards to similar situations at the expense of the UTU in Article XX proceedings. "It is fair to say that UTU and BLE have been involved in more Article XX, Section 2, proceedings before the federation than any other affiliates in history within such a short span of time. Several are worthy of note, in that they demonstrate a lack of evenhandedness by the federation." Little pointed out the I&M Rail Link and the Louisiana & Delta cases involving the BLE. He also pointed out the New Jersey Transit case involving the ATU.

- With regard to the UTU's Article XX dispute with the BLE on the Union Pacific Rail-

road and the federation's attempt to collect "after-the-fact" monetary fines from the UTU and give the money to the BLE, Little wrote:

"On February 16, 2000, the Executive Council, meeting in New Orleans, added discretionary sanctions to be available against affiliates found to be in violation. BLE sought imposition of such sanctions in its February 24, 2000, letter to federation Secretary/Treasurer Trumka, who favorably responded to BLE by letter dated March 1, 2000, although holding the request in abeyance until the 30-day period specified in the discretionary sanctions had passed. These new sanctions would include UTU paying BLE's expenses, lost dues and other income foregone, and its costs incurred in the matter before the NMB. UTU regards this as an improper, after-the-fact attempt to apply sanctions not in existence at the time of violation and imposition of sanctions. It has been reported to me that BLE Vice President William Walpert has stated publicly that the Executive Council will impose these sanctions and BLE will use the money to finance its campaign against UTU."

## TexMex vote

Continued from page 1

against the UTU.

Many rail labor experts are now saying the BLE may have made a major strategic blunder and has opened up a Pandora's box to representation elections – and a final showdown with the UTU – on every U.S. railroad.

By agreeing with the NMB's decision that there is a proper class and craft of train and engine service employee, and calling for a representation vote on the TexMex, the BLE has now tacitly said there should be elections on other railroads among operating employees.

After the NMB had turned down the BLE's petition to have a representation election only for TexMex locomotive engineers, the BLE then quickly filed another petition for an election among all train and engine service employees on the railroad, which was granted.

The UTU has represented TexMex operating employees – including locomotive engineers, conductors, trainmen and switchmen – for more than 20 years. During that time all crafts have maintained autonomy and there has never been a dovetailing of seniority rosters.

"We have represented all of the train and engine service employees on the TexMex for more than 20 years," UTU International President Charles L. Little said, "including locomotive engineers, conductors, trainmen and switchmen. Each of those crafts is alive and well, and there has never been dovetailing of seniority rosters. We are glad the BLE now recognizes that one union representing all operating employees, either on the TexMex, or the

## TexMex workers denounce BLE lies

CLEVELAND – Thirty-nine union members working on the Texas Mexican Railway (TexMex) have denounced the Brotherhood of Locomotive Engineers (BLE) for attaching their names to a "fake" certified letter bashing the UTU. (See the UTU website <[www.utu.org](http://www.utu.org)> for details)

Late last month, UTU International President Charles L. Little received a letter and petitions signed by 39 TexMex locomotive engineers, conductors, and trainmen, many of whose names appeared attached to a fake BLE letter on that union's website. The TexMex employees said they "wanted to show our support for both you and the United Transportation Union. We also wanted to let you know that we agree with Brother Snow and were misled by officers of the BLE."

The BLE had run a phony story on its website saying that TexMex workers denounced the UTU and President Little. A fake certified letter and plain pages with the signatures of 59 Tex-Mex employees accompanied the phony story.

In his March 22, 2000, letter to President Little, Brother David Snow, a member of UTU Local 110, wrote: "I am writing this letter to set the record straight on what really took place on the TexMex property dealing with the 'fake' certified letter circulated by BLE officers.

"The letter, with several names attached, appeared on the BLE website and was the first time I saw it. Needless to say, when I read the letter addressed to you, I had to write and make sure you were aware that I had no knowledge of this letter and have never seen it prior to reading it on the BLE website.

"I signed a plain piece of paper with other members and was told to sign if I was in favor of keeping the crafts separate. I was told it was only a list they were running to keep track of the people that were in favor of keeping the crafts as they now are. I now see that I was lied to and these BLE officers misrepresented this list of names to me.

"Please know that I support all that you are doing and I will work even harder to insure the UTU wins the upcoming representation election. I am with you Charlie and know first hand how the BLE will lie, misrepresent and do what ever they can to further their cause of destruction.

"Dan Johnson was correct: the BLE is attempting to lead us into a race to the bottom. Thank God we have a president that is doing the right thing for us, the members on the TEXMEX."

UP, or any other carrier, is the proper road for rail labor."

Little added, "We have said all along that the members should vote. Let them pick either the UTU or BLE, but let them decide. We are glad to see that the BLE now agrees with the National Mediation Board that a class and craft of train and engine service employees exists, and that we should hold

elections on all the other railroads, too."

With regard to the TexMex representation election, Little said that the BLE would destroy the crafts of conductor and trainman, and dovetail seniority rosters.

Little said he expects the BLE to try to cut a back-room deal with the carrier that will destroy the crafts of conductor and trainman on the TexMex.

## Engineer only

Continued from page 1

neer-only agreements with the UP. Walpert's comments a few years ago in *Traffic World* magazine about the BLE being the only surviving operating rail union was a major catalyst in the UTU going to the National Mediation Board (NMB) for an election on the Union Pacific.

Walpert repeated that statement in Harvey, La., saying, "We will be aggressive in our struggle to be the surviving labor organization in the rail industry."

According to several UTU mobilizers who attended the meetings in Baton Rouge, New Orleans and Harvey, Walpert said that, unless the UTU changed its Section 6 notices regarding the operation of remote-control devices, the BLE would attempt to negotiate engineer-only contracts on the UP.

"The elected officers and members of the UTU will govern the handling of our Section 6 notices, and no one else, including the BLE, will tell us what to do," UTU Assistant President Byron A. Boyd, Jr. said. "Our Section 6 notices stand as written."

Boyd added, "It now appears that the BLE has started the 'race to the bottom' that we

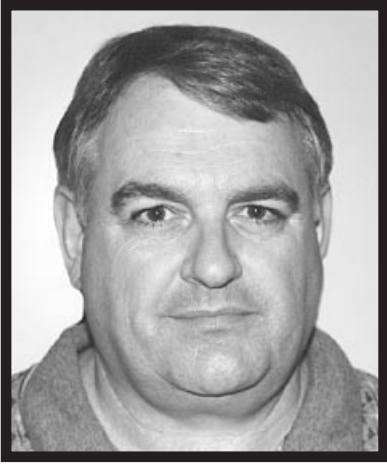
have warned all of rail labor about for years. We will fight the BLE's efforts to negotiate engineer-only operations on the Union Pacific, or any other railroad, by any and all means necessary.

"We must all realize that rail labor can no longer gain at the expense of another craft or another person's job," Boyd said.

In its Section 6 notice, the UTU said it seeks to "establish provisions to confirm that the operation of remote control devices (black boxes) will be performed exclusively by employees represented by the UTU." The UTU represents locomotive engineers, conductors, trainmen and switchmen on the UP.

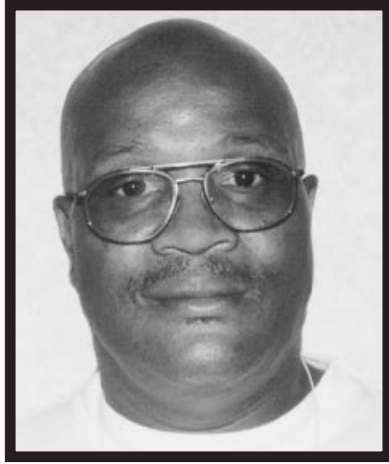
# Voices:

## Is the STB moratorium on rail mergers necessary?



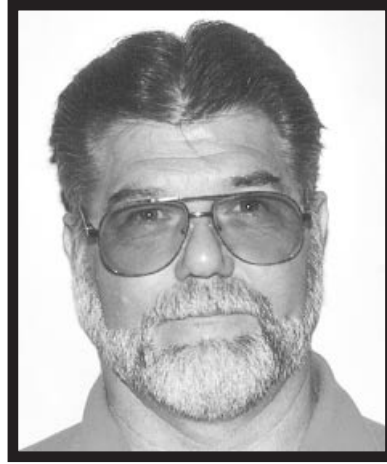
**Robert Gilmore**  
L-331, Temple, Tex.

"I'm an engineer and a conductor, and I've been with BNSF for about 29 years. I'm definitely against the proposed BNSF/CN merger. I think this merger wouldn't so much hurt the train service people, but the clerks, the callers, and people like that would take a real beating on this merger. When they merge, the first thing they do is cut jobs, and I think they cut too many jobs off. I think the mergers have gone as far as they should go. They've merged too much. These mergers really hurt individual people, all the workers on the railroads, and not just those in train service."



**Dwight Baxton**  
L-1929, E. St. Louis, Ill.

"I've been a switchman on the Alton & Southern, now the Union Pacific, for 27 years, and I think there should be a moratorium. First thing they do is they cut jobs, they close yards, and then things get backed up. I work the automatic hump, and it seems like there are never enough crews to move the trains. They need to work things out before they allow more mergers. The main problem I see is they try to implement these mergers too fast. There should be at least a three-year moratorium. It took BNSF about three or four years to smooth things out after their last merger."



**Lyman A. Frank**  
L-933, Jefferson City, Mo.

"I'm an engineer on the UP, with my 22nd anniversary coming up in May. I feel they should put a moratorium in place because of my past experience with UP. Their last merger was detrimental to customers, the labor force, and pretty much everyone, even the railroads. We should stop the madness, step back, and look at what benefits everyone. Why do we put so many people through so much adversity simply to appease the greedy people at the top? I don't think the railroads are geared up and ready for the BNSF/CN merger. It would put all the burden on the crews."



**Rick Everett**  
L-339, Jackson, Tenn.

"I'm working on the Illinois Central as a conductor, with 25 years of railroading experience. I don't think the STB should block all mergers, but it ought to take a good look and get an idea of what the railroad plans to do. You never can tell what the people in the head office are planning on doing. For example, with this proposed CN/BNSF merger, the outlook on it could be negative, and then it could be positive. With the CN/IC merger, I think it was positive because it was an end-to-end merger, with few parallel lines. I think the STB needs to more closely review merger plans."

## FELA Update

A recent column discussed how lawsuits are valued. It mentioned that if the injured person is at fault, then the value of the case is reduced. That concept is known as contributory negligence.

A railroad is responsible for injuries to its employees caused by the employer's negligence. However, the law says that if the injured person is also at fault, then the amount of damages awarded is to be reduced by the percentage of fault on the part of the employee.

There are some exceptions to this rule of law. Generally speaking, the employee's fault will not be used to reduce the value of the case if the injury is caused by a penalty defect, such as a defective coupler, brake or sillstep.

Determining issues such as these requires experience and expertise. Contact a UTU Designated Legal Counsel to find out the answers to any questions you may have about these matters.

Monte Bricker, coordinator  
Designated Legal Counsel Program  
1-888-241-7076

### Monthly winner

This month's lucky winner of her choice of any item of apparel bearing the UTU logo is **Yvonne Guyton** of San Diego, Cal. Sister Guyton is an active member of Local 81 in Vista, Cal., which represents drivers employed by the North County Transit District. These items are awarded every month by random drawing as a show of appreciation to the many members who have supported the UTU throughout the years. Congratulations to Sister Guyton!

## TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City	Name	Local	City
<b>PLATINUM CLUB (\$1,200 OR MORE PER YEAR)</b>								
Downes, Daniel J.	528	Chicago, IL	Kadavy, Wayne E.	305	Lincoln, NE	Campbell, Johnny W.	1031	Savannah, GA
Parker, Clayton L.	1033	Atlanta, GA	*Norrell, George W.	324	Seattle, WA	*Ritz, John E.	1074	Freeport, PA
Zakovics, Zig I.	1468	Walla Walla, WA	*Hackett Sr., Lynnwood R.	328	New Haven, CT	Dean, Michael J.	1081	Glendale, AZ
Huston, James A.	1532	Kansas City, KS	*Jackson, Thomas W.	367	Omaha, NE	*Hadnott, Alton H.	1106	Rocky Mount, NC
Hoey, J. Dillon	1895	Chicago, IL	*Castaldo, Anthony	385	Croton-on-Hudson, NY	Boren, Dennis A.	1136	Sterling, CO
<b>DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)</b>								
Cuellar, Steve	473	La Grande, OR	Barbee, Carl E.	412	Kansas City, KS	Henton, James L.	1136	Sterling, CO
<b>DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)</b>								
Carnathan, Stephen A.	598	Mobile, AL	*Kalil, Paul	421	Conneaut, OH	Ferguson, Frank E.	1168	Clovis, NM
<b>DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)</b>								
Daniels, Richard R.	113	Winslow, AZ	*Hicks, Merlyn R.	464	Arkansas City, KS	Gillean, Jack D.	1168	Clovis, NM
Sampson, Dirk A.	117	Vancouver, WA	Edwards, Scott R.	490	Princeton, IN	Skaggs, Jimmy R.	1168	Clovis, NM
Mock, Dennis W.	219	Hannibal, MO	Robinson, Joseph A.	490	Princeton, IN	Lajcin Jr., Louis J.	1186	Gary, IN
Biggs, Dale M.	240	Los Angeles, CA	Jarratt, Thomas C.	493	Waterloo, IA	Newton, Walter S.	1186	Gary, IN
Keown, William H.	511	Atlanta, GA	*Stephens, Eugene R.	493	Waterloo, IA	Boiser, John R.	1205	Kingsville, TX
McDermott, Steven J.	835	Bakersfield, CA	Thiele, Robert F.	493	Waterloo, IA	Chastain, Dana L.	1245	Atlanta, GA
Massey, Danny J.	847	Birmingham, AL	Blankenship, Phillip M.	496	Portsmouth, OH	Wright, Clemmie C.	1245	Atlanta, GA
Haselton, Bradley E.	1081	Glendale, AZ	Badders, John W.	508	Smithville, TX	Wright, Jessie L.	1245	Atlanta, GA
Young, Daniel L.	1081	Glendale, AZ	Leiferman, Lance L.	508	Smithville, TX	Williamson, Pullen R.	1261	Atlanta, GA
McIntyre, Rufus	1316	Ravenna, KY	Rugg, James E.	511	Atlanta, GA	Fountain, Randall	1263	Valdosta, GA
Adkins, Larry K.	1389	Russell, KY	Parrish Jr., Joshway	511	Atlanta, GA	McDaniel, John R.	1263	Valdosta, GA
Mount, Michael D.	1494	Chicago, IL	Goodwin, Roger E.	533	Osawatomie, KS	*Johnson, Warren W.	1292	Proctor, MN
Whiteley, Michael F.	1593	Brownwood, TX	Valentine, Larry D.	586	Willard, OH	Freitag, Paul W.	1292	Proctor, MN
McNelis, Bernard	1594	Upper Darby, PA	Brunst, John T.	590	Portage, WI	Haburt, Mark W.	1292	Proctor, MN
Brawner, Ace L.	1607	Los Angeles, CA	Westerman, Charles E.	605	Grafton, WV	Kindgren, Phillip C.	1292	Proctor, MN
Goolsby, Glenn E.	1887	Fairfield, AL	King, Barry J.	607	Thayer, MO	Larson, Kenneth A.	1292	Proctor, MN
<b>DIAMOND CLUB (\$300 OR MORE PER YEAR)</b>								
Packard, Ronnie D.	243	Ft. Worth, TX	Davidson Jr., Anthony L.	610	Baltimore, MD	Malknecht, Paul S.	1292	Proctor, MN
*Fredericksen, Donald D.	265	Pocahontas, ID	*Conlee, Donald W.	643	Fr. Madison, IA	Hill, Ronnie R.	1316	Ravenna, KY
Turner, Robert L.	513	Gainesville, TX	Suter, Daniel J.	650	Minneapolis, MN	Tiffany, Brian W.	1366	Salt Lake City, UT
*Bonham, Paul D.	656	N. Little Rock, AR	Eubanks, Jimmy D.	656	N. Little Rock, AR	*Weaver, Herman R.	1376	Columbus, OH
*Courvoisier, Robert A.	683	Detroit, MI	Gibbs, B. J.	656	N. Little Rock, AR	*Colonna, George A.	1478	Wilmington, DE
Holland Jr., Jack	830	Harrisburg, PA	*Robinson, James	693	Detroit, MI	Singleton, Mark C.	1397	Columbus, OH
Iannone, Costantino A.	838	Philadelphia, PA	Williams, Samuel	759	Newark, NJ	Wiley, Kevin D.	1403	Kansas City, MO
Knight, Robert L.	1092	Teague, TX	*Lytle, Harold O.	811	San Bernardino, CA	Harbers, Alan R.	1405	St. Louis, MO
Hays Jr., John	1168	Clovis, NM	Bullard, Jerry D.	823	Big Spring, TX	*Guttler Jr., John	1413	Jersey City, NJ
*Boyle, Edward P.	1581	Bakersfield, CA	Allbee, Darryl	835	Bakersfield, CA	Brock, Robert M.	1445	Elizabeth, NJ
Garrett, Steven C.	1974	Ft. Worth, TX	Bowman, Wesley L.	835	Bakersfield, CA	*Walker, Sam	1458	DeQuincy, LA
Sparks, Roger A.	1975	Kansas City, MO	Brown, Richard D.	835	Bakersfield, CA	*Barnes, Alvin R.	1518	Indianapolis, IN
<b>GOLD CLUB (\$100 OR MORE PER YEAR)</b>								
Calderon, Salvador	23	Santa Cruz, CA	Calvillo, Daniel N.	835	Bakersfield, CA	*Clark, Arnie	1548	Indianapolis, IN
*Miller, Joseph O.	30	Jacksonville, FL	Massoni Jr., John P.	835	Bakersfield, CA	Cade-Jackson, Tara	1564	Los Angeles, CA
*Hubbell, Roman K.	84	Los Angeles, CA	McBurney, Steven J.	835	Bakersfield, CA	Munford, Berlina B.	1564	Los Angeles, CA
Hague, Thomas L.	171	Aurora, IL	Shank, Terry C.	835	Bakersfield, CA	Taylor, Garrett O.	1574	Portland, OR
McGinn, Michael P.	171	Aurora, IL	Smith, Paul K.	835	Bakersfield, CA	*Kmieciak, Robert J.	1582	Albany, NY
Giza, John R.	199	Creston, IA	Wahl, Gregory L.	835	Bakersfield, CA	Dedrick, Jack W.	1608	Chatsworth, CA
Hinde, Patrick W.	200	North Platte, NE	Weeks, Trevor R.	835	Bakersfield, CA	Roberts, Richard M.	1620	Elkhart, IN
Jochum, Douglas E.	200	North Platte, NE	Willie, Conrad J.	835	Bakersfield, CA	*Wardleigh, Nathan K.	1629	Phoenix, AZ
Johns, Mark B.	200	North Platte, NE	Williams, J. Chad	835	Bakersfield, CA	*Drake, John W.	1730	Richmond, CA
*Hill, Donald W.	202	Denver, CO	Avery, Jimmy F.	853	Amory, MS	*Welch, Donald C.	1770	Los Angeles, CA
*Foster, Jack R.	221	N. Little Rock, AR	Whitney, John J.	872	Omaha, NE	Ryan, Janice A.	1780	Kansas City, MO
Delano, David J.	228	Cedar Rapids, IA	Palmer, Devon C.	866	Rawlins, WY	Blake, Stanley L.	1857	Green River, WY
Hardy, Melvin G.	238	Ogden, UT	Sjogren, Ronnie J.	866	Rawlins, WY	Caschetta, Larry A.	1883	Riverdale, IL
*Thornton, James L.	238	Ogden, UT	*Daum, William F.	878	Greenville, TX	Franson, Michael D.	1883	Riverdale, IL
Bond, Robert H.	239	Oakland, CA	*Hale, Harold R.	878	Greenville, TX	Hinski, Daniel J.	1904	Houston, TX
Gavril, Richard A.	258	Savanna, IL	*Voss, Lloyd	878	Greenville, TX	Matsler, James W.	1918	El Paso, TX
Brothers, H. William	283	Portland, OR	*Wagner, Roger F.	891	Whitefish, MT	*Williams, Carver D.	1948	Youngstown, OH
Wilcox, Timothy J.	298	Garrett, IN	Beaumont, Louis F.	894	Tulsa, OK	Moore, Stephen W.	1957	Silsbee, TX
Dawson, Terry S.	303	Springfield, MO	Klass, Norman A.	894	Tulsa, OK	Hilton, William D.	1975	Kansas City, MO
Lyons, Paul B.	303	Springfield, MO	Moore, Donny G.	937	Mart, TX	Sears, Mark E.	1976	St. Paul, MN
Reagan, Connolly M.	303	Springfield, MO	St. Clair, Larry G.	949	Sherman, TX			
Remington, Bruce M.	303	Springfield, MO	Halvorson, Bruce D.	965	Dallas, TX			
			Hernandez, Raul	965	Dallas, TX			
			Holt, John D.	965	Dallas, TX			
			Blanton, Alton N.	971	Crewe, VA			
			George, F.W.	977	Pasco, WA			
			Peake, Tyler C.	977	Pasco, WA			
			Murphy, David M.	982	Rochester, NY			
			Phelps, Larry R.	986	Ste. Genevieve, MO			
			Alexander, Lindsey A.	1000	Minneapolis, MN			
			*Nelson, Floyd R.	1000	Minneapolis, MN			
			*Liston, Thomas F.	1006	Brownsville, PA			

\* = Retired Member

# Senior News

## Camping keeps retirees together

Retiree Program member **Delbert E. Funk** loves the outdoors, enjoys the company of other retired railroaders, and now finds himself in an ideal position.



D. E. Funk

As president of the National Rail Roaders Camping Association, Inc. (NRRCA), Funk would like nothing better than to see some new faces join the fun.

"Most of our members are retired unionized railroaders and their families," Funk said, "but we offer associate memberships for friends."

For 27 years, Funk has been a member of the group, which was begun in 1968 by the late **Elmer Collins, George Hickman** and **Don Cearlock**. Members of the Brotherhood of Railroad Trainmen (BRT), and after unification, the UTU, the three founders worked on the same railroad in Kentucky, bumped into each other by coincidence at the same campground, and decided to organize their outings.

The non-profit organization today includes nearly 200 families. A first-year fee of \$15 is charged, and each year's renewal costs \$10.

"We use the money for door prizes, meals, and activities for the grandchildren at the national camp-out," said Funk. This year's national event will be held July 17-23 at Shady Lakes Campground in New Windsor, Ill.

Funk began his rail career as a trainman on the Gulf, Mobile & Ohio in 1967. A member of BRT Lodge 234 in Bloomington, Ill., he went to work for Amtrak as a conductor in 1987, and served UTU Local 1525 (Carbondale, Ill.) as secretary and treasurer before retiring in June 1998.

"It's like family," Funk said of the campers. "People in their 80s are still coming, and we try to make it convenient for everybody."

For more information, contact **NRRCA Secretary Darlene Ewing** at **813 Yorktown, Valparaiso, IN 46385-7906**, or call her at **(219) 462-0757**.

## Merck-Medco establishes new number for UTU Retiree Program

Retirees trying to price or order prescription drugs through the mail-order program offered by the UTU Retiree Program will be glad to learn a new, dedicated toll-free number has been established by Merck-Medco and staffed by knowledgeable service representatives.

Retiree Program members in good standing who wish to put their mail-order buying privilege into effect, or who simply wish to compare Merck-Medco's prices with those at local pharmacies, are now directed to call **1-800-770-2805** and identify themselves as UTU Retiree Program members.

According to Merck-Medco, first-time callers will be given the help and information they need to establish a purchasing account. Those who already have accounts may also

call **1-800-770-2805** for current prices or to reach a registered pharmacist.

Following placement of the initial order, an account is set up to keep track of the member's name, address, allergies, chronic diseases and drug sensitivities. Pre-addressed envelopes are then mailed to the member for subsequent orders. These envelopes should be used whenever an order is placed.

Mail-order drug purchasing is available to all Retiree Program members and their spouses. No ID card or insurance coverage is necessary or associated with this program.

For more information about this or the UTU Retiree Program, write to: **UTU Retiree Program, 14600 Detroit Ave., Cleveland, OH 44107-4250**, or call **(216) 228-9400**.

## Pair of events brings PRR veterans together

Pennsylvania Railroad (PRR) veterans in Pennsylvania and in Indiana are gearing up for a pair of events, including the annual RETRENDO dinner and dance in Delmont, Pa., and the 21st annual PRR reunion in Columbus, Ind.

According to Retiree Program member A.V. "Jock" Powers, western Pennsylvania's PRR/Conrail retirees who belong to the RETRENDO Club (Retired Trainmen and Enginemen Social Club) will be holding their 18th annual dinner and dance on Sunday, May 7, at the Lamplighter Restaurant on State Route 22 in Delmont, Pa.

Powers, a member of Local 1948 in Youngstown, Ohio, said retirees from all departments and crafts attend and all are welcome. For more information, write to him at **P.O. Box 325, Westmoreland City, PA 15692**, or call **(724) 863-1232**.

Meanwhile, Retiree Program member **R.L. Brown** of Local 1518, Indianapolis, Ind., said the 21st annual Pennsylvania Railroad reunion will be held Tuesday, July 11, from 9

a.m. to 2 p.m. at the Columbus, Ind., Holiday Inn on State Route 46.

Brown said last year's reunion drew about 100 participants, who enjoyed the entertainment, refreshments and door prizes. For more information, contact Brown at **(812) 376-8273**, or write to him at **3170 Flintwood Dr., Columbus, IN 47203**.

## Hawaiian cruise to feature the Glenn Miller Orchestra

The UTU Travelers Club has secured arrangements for a cruise of the Hawaiian Islands aboard the S.S. Independence, Nov. 4-11, 2000, featuring a big band theme and performances by the Glenn Miller Orchestra.

Round-trip airfare from anywhere in the U.S. can be arranged for just \$395 per person when trip deposit is received by May 8, 2000.

For a brochure and information, including pricing and cabin availability, call **1-888-280-7657**, or write to **Lynn Westphal Tours, 33015 Hollow Tree Oval, N. Ridgeville, OH 44039**.

## 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
77	Rohan, Thomas	E. Durham, NY	471	Gardner, Carl L.	Eugene, OR	793	Long, John C.	Lancaster, SC	1389	Townsend, George W.	Bushnell, FL
98	Brooks, Don E.	San Luis Obispo, CA	473	Broyles, C.W.	Hermiston, OR	835	Coats, Carroll V.	Fresno, CA	1491	McGroarty, John H.	Brecksville, OH
150	Grundy, Alfred R.	Aliquippa, PA	473	Stoddard, William L.	Weiser, ID	847	Johnson, Rufus B.	Gardendale, AL	1501	Hebert, Raymond W.	Bushkill, PA
194	Galbreth, Joseph A.	Niles, MI	556	Eaton, Earl L.	Gig Harbor, WA	931	Hart, William C.	Easley, SC	1522	Gray, Woodrow	Ocala, FL
202	Sundem, Jr., Alvord A.	Lancaster, MN	577	Bush, Wilfred J.	Peoria, IL	945	Barnes, Donald E.	Dodge City, KS	1524	Gilbert, Ted C.	Hemphill, TX
212	Rososki, Edward	Albany, NY	577	Reinke, Eugene J.	Lombard, IL	945	Brown, Walter E.	La Junta, CO	1545	Brazil, Travis A.	Le Compte, LA
258	Griffin, Floyd J.	Moline, IL	577	Shaw, Lewis L.	Melrose Park, IL	951	Fay, Walter R.	Sheridan, WY	1574	Goodnight, Walter H.	Portland, OR
262	Fair, James A.	S. Dennis, MA	610	Ahalt, Charles W.	Columbia, MD	965	Osgood, Paul R.	Duncanville, TX	1594	Wilson, John R.	W. Chester, PA
298	Arnold, Robert	Phoenix, AZ	610	Anderson, Lawrence D.	Gerrardstown, WV	1007	O'Leary, Robert J.	Rochester, NY	1607	Wisler, Curtis W.	San Paula, CA
298	Butler, Loren N.	Mendon, MI	632	Berardinelli, Alphonse	Gallitzin, PA	1129	Ross, Harold P.	Raleigh, NC	1626	Fuller, Kenneth A.	Anchorage, AK
298	Frisch, Wilson W.	Ft. Wayne, IN	645	Knajdl, John C.	N. Merrick, NY	1200	Goff, Jeryl R.	Oroville, CA	1722	Kepner, Ira L.	Nw. Providence, PA
312	Anderson, Clifford A.	Waseca, MN	650	Anderson, Ralph W.	St. Paul, MN	1245	Mann, Alfred W.	Harlem, GA	1722	Lawrence, Richard L.	Lancaster, PA
312	Kulas, Raymond J.	Winona, MN	674	Moragne, Richard C.	Greenville, SC	1313	Wilson, Henry M.	Amarillo, TX	1722	Lydon, Sr., Michael J.	Hellam, PA
378	Kettunen, Toivo E.	Eastlake, OH	693	Bongini, Raymond C.	N. Canton, OH	1345	Price, Wayne	Etowah, TN	1814	Duncan, James T.	Spartanburg, SC
407	Thomas, Ralph C.	Charleston, SC	744	Metcalfe, Charles W.	Brookston, IN	1382	Dirks, Elmer L.	Lakeland, FL	1962	Lambert, Thomas	Mattawan, MI
464	Denning, Orville I.	Oklahoma City, OK	762	Griffin, Thomas E.	Montgomery, AL	1386	Vaughn, Arthur L.	Parkersburg, WV	1962	Walls, Lonnie T.	Smyrna, GA

Erroneously included in this listing last February were **Haywood J. Hunt** (L-1129), **Dorneal McDonald** (L-1402), and **James L. Poynter** (L-1518), who are alive and well and enjoying their retirements. The *UTU News* regrets the error.



# LACMTA honors "Best of the Best"

LOS ANGELES – Forty-five UTU-represented bus operators employed by the Los Angeles County Metropolitan Transportation Authority (LACMTA) were recently honored as the "Best of the Best" at a banquet hosted by the agency.

Those who received the awards boasted records entirely free of accidents, customer complaints and workplace injuries for the fiscal years 1994 through 1999. Honorees received a commemorative plaque and a voucher for a special uniform jacket with the slogan "Best of the Best" embroidered on it.

"We're very proud of all of our operators, who do an outstanding job and provide a vital service for the transit-dependent persons in this county," said General Chairperson **James A. Williams** (GO-875). "We are very pleased that special recognition is being given to those considered among the 'cream of the crop,' and we salute them for their superlative performance."

The banquet, held March 5 at the TransAmerica Tower Penthouse, initiated what the transit agency hopes will be a revitalized employee recognition program.

"The awards illustrate the bus improvement program currently underway," said LACMTA Transit Operations official Tom Connor. "Performance is at an all-time high, with the highest number of perfect roll-outs and lowest amount of lost service."

"The MTA is on a roll," Connor continued, "with 500 new buses gearing up, the Metro Blue Line's 10th anniversary later this year, the start-up of the Metro Rapid Bus program, and the opening of the Metro Red Line to North Hollywood this summer."

Representative of the 45 receiving the award was bus operator **Gene Freeman** of Local 1564 in Los Angeles, Cal. The Division 18 operator came to the agency 20 years ago and has been accident-free during his entire career.

Having driven some 500,000 miles, the equivalent of 84 round trips driven to New York, Freeman can also boast that in all that time, not one passenger complaint has been lodged against him.

According to Freeman, who drives Line 117 out of South Bay to LAX, the diligence and professionalism required to maintain a spotless driving and safety record "is just part of the job. I guess I'm lucky."

In a letter to those honored by the LACMTA, UTU International President Charles L. Little noted that the operators' "achievements help set the stage for further progress as your UTU representatives negotiate for higher rates of pay and improved working conditions" at the agency.

"We all remain indebted to you," Little wrote, "for compelling the LACMTA to recognize what we always knew to be true: You are, indeed, one of the 'Best of the Best.'"

The UTU members' high level of performance also earned praise from LACMTA Deputy CEO and Chief Operating Officer Allan Lipsky.

"Five years of performance like this is an incredible accomplishment," said Lipsky. "This level of service has an amazing effect on how we all do our jobs and how the MTA is perceived as a transportation agency in Washington."

Another person appreciative of the operators' stellar performance is Deborah Guy, managing director of the agency's Risk Management Department. "You've made my job easy," Guy told honorees during the banquet. "When you're on the road, I don't have anything to worry about."

More than 4,350 UTU members work for the agency. With a long history of contentious negotiations between the agency and its unions serving as a backdrop, the UTU contract with LACMTA will expire a few weeks before this summer's Democratic National Convention in Los Angeles.

The UTU local committees involved with LACMTA operations include Locals 1563 (El Monte, Cal.); 1564 (Los Angeles, Cal.); 1565 (West Hollywood, Cal.); 1607 (Los Angeles, Cal.), and 1608 (Chatsworth, Cal.).

Those honored as being the "Best of the Best" include (by local):

Local 1563: **Ben G. Flores, Albert R. Gallardo, Julio C. Garcia, Richard A. Lopez, Pedro L. Perez, Oscar A. Reynoso, David I. Singer and Mario H. Villegas;**

Local 1564: **Frank R. Aguilar, Wilfred L. Batiste, Robert L. Clincy, Arthur J. Fontanez, Gene E. Freeman, Theresa S. Gray, John R. Mitchell, Timothy L. Nelson, Francisco J. Sanabria, Khanh-Dinh Trinh and Edward D. Tanner;**

Local 1565: **Pete Avila, Rodolfo U. Cortez, Stephen M. Earl, Stephen W. Glaser, Alfonso J. Gonzalez and William R. Jarvis;**

Local 1607: **Eric H. Arciniega, Elmer G. Briscoe, Encarnacion P. Cabrera, Sergio F. Chavez, Ernesto R. Cueva, Winfred S. Eckley, Johnny M. Hardwick, Reginald H. Harris, Rosalia Medina, Richard S. Munoz, Diane K. O'Neal, Andres J. Padilla, Delfino C. Rodriguez, Daniel B. Saldana, Margaret J. Sifuentes, Robert A. Wageman and Brian Walker;**

Local 1608: **Parmjit S. Grewal, Michael A. Guity and Steven Kushner.**



Division 18 Manager A.J. Taylor, center, bears proud witness to perfect record top operators Robert Clincy, left, and Gene Freeman, right, at "Best of the Best" awards banquet. (Photo: Gayle Anderson/MTA.)

# Wyoming governor vetoes UTU crew bill

CLEVELAND – Caving in to pressure from the railroads, and waiting until the state legislature was out of session, Wyoming Gov. Jim Geringer (R) vetoed the UTU two-person crew bill that had passed the state Senate and House.

In early March, Wyoming became the second state whose legislature passed the UTU-sponsored two-person crew bill guaranteeing that at least two operating employees run every train.



Bagby

The bill passed the Republican-controlled Wyoming House of Representatives by a 36-24 vote after having previously passed the Republican-controlled Senate by a 25-5 vote. Wisconsin was the first state to pass a two-person crew bill, which was signed into law by Gov. Tommy Thompson, a Republican who stands behind rail labor.

"The only way for the railroads – the BNSF and UP – to kill this bill was to go to the governor and cut a deal," said Wyoming State Legislative Director **George Bagby**.

"Every key state legislator I talked to told me there was no way the governor would veto the bill. It sat on his desk for a week, and he waited until the legislature went home and vetoed it."

**T.R. Shelby**, former Wyoming state legislative director, credits Bagby with putting together the effort to get the two-person crew bill passed in the legislature.

"Nobody thought we could get it done in Wyoming because this is a Republican dominated state," Shelby said. "But George picked up the ball and said he had a hunch he could get it done and put together a great team to get it passed into law. Our retirees and members out here did a lot of good work."

Bagby indicated that he would resurrect the two-person crew bill in the next session of the Wyoming legislature.

Bagby credits his team for the success in passing this bill in the legislature. The UTU team included **Terry Ungricht** (951), **Tim Kenny** (446), **Mike Stufflebean** (465), **Kenny Tuma** (446), **Tom Broadway** (28), and State Rep. **Wayne Reese** (D), a UTU-E member from Local 28.

"We made the safety of Wyoming citizens the cornerstone of our argument," said Ungricht. "George did a wonderful job pulling the troops together and mounting a strategy that worked. Nobody thought we could do it but we did."

Bagby said that a bi-partisan coalition of Wyoming state legislators helped the UTU, including State Senators Bill Vasey (D), the original sponsor, and Charles Scott (R), as well as Speaker of the House Eli Bebout (R) and Representatives Rick Budget (R), Tony Rose (R), Minority Whip Chris Boswell (D) and Reese (D).

"I went to Senator Vasey in August when I had a hunch we could pass this bill," said Bagby. "He was very helpful as were Speaker Bebout and the other gentlemen. We talked to all 60 members in the House and to every Senator. Our people put out a tremendous effort to get this bill passed, and even when the BNSF went hard after us with a vicious, vindictive attack, we won. Without the support of the Republican majority, this bill would not have passed."

Now, Bagby said, he has heard from state legislators who are outraged at the governor's veto. He said that the governor's reasons for vetoing the bill "were all put to bed during hearings and have no basis in reality."

Bagby said that Wisconsin State Legislative Director Tom Dwyer, the International, and the Washington National Legislative Office were big helps in supporting their efforts to pass the bill.

# UTU News Look Inside



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**2** Conductor David Benish (above) acted quickly to alert emergency responders to come to the aid of his brother worker, locomotive engineer James E. Mollenkopf. All the details are on Page 2.

**5** With the input of UTU members, Amtrak and Motorola have created a new onboard fare-collection system that is a great step forward for the passenger carrier, its employees, and its customers.

**10** Retiree Program member Delbert E. Funk, above, loves the great outdoors, enjoys the company of other retired railroad workers, and now finds himself in an ideal position. His story on Page 10.

The UTU News is now available in a web-optimized format that includes all pictures and text. Look for it and the UTU Daily News Digest at [www.utu.org](http://www.utu.org)



APRIL 2000

ISSN 0098-5937

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

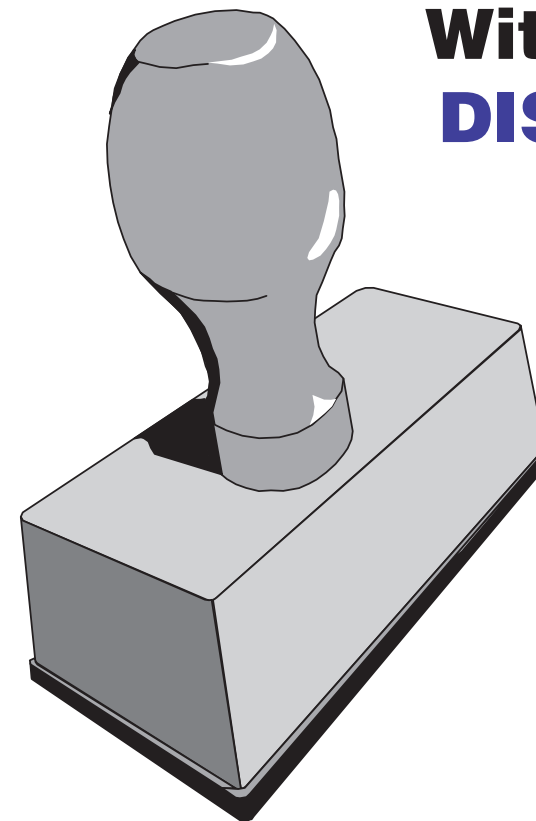


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# *the* **POWER** *of* **ONE** **UU**

## **One Union with the Power to Get Real Results for its Members**

**Only one union – the United Transportation Union – has the power to get real, tangible results for its members in the 21st Century.**

**Here are some real examples:**

- **The UTU is the only union that has an agreement with the carriers to end “cramdown” in all future U.S. railroad mergers.**
- **The UTU is the only operating rail union working in a coalition with nine other rail labor organizations (excluding the BLE and BMW) to improve Railroad Retirement by lowering the retirement age to 60 years of age with 30 years of service, bringing parity to surviving spouses, lowering the vesting requirement for younger workers to only five years, repealing the retirement maximum benefit for long-term employees, and providing health insurance for those who retire early.**
- **The UTU is the only union that offers thousands of its members working under UTU contracts on Class I railroads the option of increased healthcare choice by offering BlueCross/Blue Shield as an option in its National Health and Welfare Plan. Already more than 25% of UTU members have taken that choice.**
- **The UTU is the only union that stood up in Washington, D.C., against the proposed merger between Canadian National and Burlington Northern Santa Fe Railroads – a merger that was placed under an unprecedented 15-month moratorium by the Surface Transportation Board.**
- **The UTU is the only union that has committed to ending the entry rate and dual basis of pay for all new employees on the railroad.**

**In the 21st Century, we need the Power of One union that can get real results at the bargaining table and in Washington, D.C., representing all operating employees.**

**Special Unity Poster #6: Display this poster to show your support for unity among UTU and BLE members**



# 2000 REGIONAL MEETINGS

## SPECIAL PREVIEW SECTION



With wonderful restaurants, interesting nightlife, superb shopping and a wealth of attractions, **Birmingham, Ala.**, the site of the second UTU/UTUIA Regional Meeting, is one of the hidden treasures of the South. The sunny climate is almost as inviting as the Southern hospitality.



**Minneapolis, Minn.**, site of the third UTU/UTUIA Regional Meeting, is home to contemporary skyscrapers, trendy neighborhoods, flashy entertainment, fine cuisine and much more. The Twin Cities have been named one of the top family travel destinations in the country, and those persons attending the Regional Meeting here will certainly discover that to be true.

## *The Power of One is theme of meetings*

This year's Regional Meetings once again come at a history-making time in our union and the transportation industry.

Since last summer's meetings, the UTU has pushed forward with a bold program to unify all of the historical rail operating crafts under a program we call The Power of One.



Charles L. Little

We believe that the best way to protect the future of all operating rail employees – and all transportation workers – is to create a large, powerful union that has the power to stand up against the railroads and other transportation companies. The challenge for transportation labor in the 21st Century is to put aside outmoded 19th Century notions of labor representation and to dynamically create a new union structure that will be able to get the most for our members and their families.

That's why the theme of this summer's Regional Meetings in Reno, Birmingham and Minneapolis is The Power of One. In addition, we will offer our highly informative workshops that have been so well received by our members the last few years. This special section gives you a glimpse of what we are offering. And, as always, we want everyone to have a good time and get to know each other to build our fraternal bonds.

At last summer's meetings, national political leaders, including Vice President Al Gore, Rep. Richard Gephardt and Missouri Gov. Mel Carnahan, acknowledged the UTU as the premier rail-transportation union in North America.

So, join us this summer and help make North America's premier transportation union even better. I look forward to seeing you.



Located in the heart of 11 western states and called "America's Playground," **Reno, Nev.**, site of the first UTU/UTUIA Regional Meeting in 2000, is the hub of one of the most vibrant regions of the country. In the shadow of the Sierra Nevada mountain range, Reno offers unparalleled excitement, entertainment and numerous attractions.

# Regional Meetings offer s

**Balancing Work and Family Life.** *Primary presenters: Valerie McKinney and Linda Donahue.* This workshop, developed by Cornell's Institute for Workplace Studies, will examine the challenges and strains of balancing work and family for workers in the transportation industry. Drawing on data from the Cornell Workplace Study, participants will discuss new research, working trends, and strategies for improving the balance between work and family life.

**Basic Collective Bargaining.** *Primary presenters: Robert Kerley, Levon Nelson, Terry Reed, Delbert Strunk, Arty Martin and Warner Biedenharn.* This workshop explores the basic understanding of the collective bargaining process at the local level. Participants will become familiar with how to develop local agreements and contracts. Teams of general chairpersons, selected geographically depending on the location of the Regional Meeting, will lead this workshop and be able to talk about the collective bargaining process used in the locations where the participants live and work.

**Bus Workshops.** *Primary presenters: Steve Young, Francis X. Quinn, Kevin Brodar/Dan Elliott, Bernie McNeilis.* These workshops will address grievance handling, arbitration, chairpersons' open workshop, unemployment-willfull misconduct, third-party and product-liability lawsuits.

**CP Pension Workshop.** *Primary presenter: Louis Schillaci.* This workshop will examine recent changes in the Canadian Pacific pension program, and modifications made during the last round of contract negotiations.

**Designated Legal Counsel Workshop.** *Moderator: Monte Bricker.* The participants in this workshop will explore off-track transportation issues. The workshop presenters, UTU designated legal counsel, will share their experience in handling legal cases involving van transportation, third-party insurance, product liability cases against manufacturers, and other related issues. Participants will learn how to protect themselves when involved in these types of situations.

**Designated Legal Counsel, General Session.** *Moderator: Monte Bricker.* A team of designated legal counsel will help participants understand when they have rights to an attorney, the specific role of Federal Employers Liability Act (FELA) attorneys, and the role and value of a UTU attorney to both the member and the organization.

**Drug and Alcohol Testing: The UTU Perspective.** *Primary presenter: Ray Lineweber.* This workshop will outline current updates on Federal rules for CDL operators, operating crafts, airline pilots, etc. Also covered will be the proposed changes in 49 CFR Part 40. There also will be a number of other topics discussed, such as substitution, dilution and adulteration phenomena; due process dilemma, and alternative methods of testing.

**Duty to Accommodate in Canada.** *Primary presenter: Guy Scarrow.* This workshop will explain the laws in Canada and how they apply to UTU members living and working in Canada.

**Election 2000.** *Primary presenter: James Stem.* This workshop will focus on the upcoming elections and the importance of getting involved. Only by taking a proactive role can we hope to maintain our place in society.

**Engineer Certification.** *Primary presenter: John Conklin.* On January 7, 2000, amendments to the locomotive engineer certification regulation became effective. These amendments were developed through the collaborative efforts of the Federal Railroad Administration, railroad management and railroad labor. The amendments have made significant changes to the engineer certification process. The objective of this seminar will be to inform UTU members of those changes and to answer any questions that may arise.

**Equal Opportunity in the Workplace.** *Primary presenters: Kathleen Vance and Clint Miller.* This workshop will explore the numerous issues within the work environment, including discrimination, harassment, actions and inaction by management, and sensitivity to issues by employees.

**Financial Planning Workshop.** *Primary presenter: Stu Collins.* This workshop will provide case studies and examples of savings and retirement strategies. This seminar is suitable for both members and spouses. Discussions will include recent tax-law changes, Roth IRAs, mutual funds, UTUIA products and changes in Railroad Retirement Board rules.

**General Chairperson, Part I.** *Primary presenter: Charles P. Fischbach.* The purpose of this workshop is to improve the skills of general chairpersons in the area of preparing cases for arbitration. The presenter will share his many years of experience in hearing arbitration cases, outlining the ingredients of successful case preparation.

**General Chairperson, Part II.** *Primary presenter: Francis X. Quinn.* Continuing the arbitration issues for general chairpersons, participants in this workshop will sharpen their skills in conducting arbitration cases. Chairpersons will be able to learn what tactics work and which ones should be avoided.

**Grievance Mediation Arbitration.** *Primary presenters: Members of the National Mediation Board.* This workshop will explore new concepts for handling grievances through the National Mediation Board. General chairpersons will benefit greatly from participation in this session.

**Health Hazard Prevention.** *Primary presenter: Don Presley.* A new product, Dust-Net, has been introduced which eliminates dust particles from sand. Attendees will learn how they can benefit from a much-improved workplace, free of dust and similar hazards which can be inhaled.

**Historical Perspective and The Future of Rail Labor.** *Presenter: James McDonnell.* This workshop traces the connection between the growth of the U.S. economy and the nation's transportation system. Participants will gain an understanding of how transportation and unions molded this country's past, and will mold the future.

**How Arbitration Works.** *Primary presenters: Charles P. Fischbach, James McDonnell and Francis X. Quinn.* These arbitrators will discuss how arbitration works and the problems which arise from insufficient preparation and inadequate documentation.

**Legislative I & II.** *Primary presenters: James Brunkenhoefer, James Stem, Larry Mann, Jack Shaver and Joe Szabo.* This workshop will explain how state and federal regulations and legislation benefit UTU members and improve their work environment. The legislative process also will be explained in layman's terms. Current transportation issues and labor initiatives also will be discussed.

**Local Chairperson, Part I.** *Primary presenter: Alan Fisher.* Participants attending this workshop will learn how to prepare for investigations. The presenter will impart his knowledge of what kinds of strategies work and should be included, and what strategies, if used, tend to dilute the case records and weaken the case when conducting the investigation.

**Local Chairperson, Part II.** *Primary presenter: Steve Young.* A continuation of the local chairperson workshop, participants will now become familiar with all aspects of conducting investigations. From his experience as both a general chairperson as well as an attorney, Steve Young will explore what works and what does not work. Local chairpersons will come away from this session with improved skills in handling investigations.

**Local Officers.** *Primary presenters: Charles Bethge and John Fink.* Participants in this basic skill-building workshop will explore the duties and responsibilities of the local officer as defined by the UTU Constitution. Local officers will be able to perform their job responsibilities much more effectively once they attend this session.

**Racing to the Bottom.** *Primary presenter: Arty Martin.* This workshop is designed to help participants understand the fatality of continuing the "Race to the Bottom," and will help members understand what they can do to secure a brighter future.

**Railroad Shippers' Association Workshop.** *Primary presenter: Ed Emmitt, president of the National Industrial Transportation League.* This workshop has been designed to familiarize those attending with the business of rail freight transportation from the shipper's point of view. Emmitt will outline the aspects of the movement of freight, which are directly tied to railroad employment and jobs.

**Railway Labor Act: Major and Minor Disputes.** *Primary presenters: Clint Miller and Charles P. Fischbach.* Participants attending this workshop will enjoy a discussion of the Railway Labor Act requirements covering the sections describing major and minor disputes. There is probably no sections of the act more misunder-

stood than those outlining the requirements for each of these disputes, and those attending will have a thorough understanding of what qualifies under each.

**Renewing the Union Tradition.** *Primary presenters: William Sonnenstuhl and Linda Donahue.* Unions were founded on beliefs in brotherhood and sisterhood; these familial bonds held union members together for generations. Within this mutual aid ethic, members looked to one another in their struggles to combat harsh working conditions and to maintain healthy lives. Drawing on data from the Cornell Workplace Study, this workshop will examine the mutual aid ethic in the UTU and strategies for renewing and strengthening it.

**Secretary/Treasurer Workshops I & II.** *Primary presenters: Paul Thompson, Gene Felling, John Fink and Matt Dolin.* These two workshops are designed for all local secretaries and treasurers. It will focus on the duties and responsibilities of these individuals and will include discussions of the UTU Constitutional requirements of this elected position. Additionally, a presentation will be made explaining the process required when a member purchases a UTUIA product. Railroad Retirement regulations also will be included.

**Switching Operation Fatality Analysis (SOFA) Workshop.** *Primary presenters: Joe Lydick and Dave Brickey.* This workshop will examine the findings and analysis of the SOFA Working Group. During this session participants will learn, from Federal Railroad Administration and UTU representatives, the recommendations and the five major actions taken to improve safety during railroad switching operations.

**The UTU and You.** *Primary presenter: John Nadalin.* Living in a period of constant change requires new ways of involving local union members in workable solutions that will result in greater success for the union and greater satisfaction for the member. That is why the UTU's "Power of One" campaign demands clear thinking and a cool head. This workshop will address achieving the proper focus and culture that lead to the conclusion that we must protect the union that protects us all, the UTU!

**Understanding Fatigue.** *Primary presenter: Colonel Gregory Belenky.* Having been responsible for virtually all fatigue research and countermeasures within the U.S. Army, Col. Belenky comes prepared to help attendees understand the scheduling practices that generate fatigue and human-factor failures. Attention will be drawn between the cross application of examples in the military with those in the railroad industry.

**Understanding Transportation Stock Analysis.** *Primary presenter: Tony Hatch, NYSE stock analyst.* This workshop will help participants view their industry from a new and unique perspective: Wall Street. Investors and labor are no longer on opposite sides in the effort to create a viable transportation system. The role of the stock market will be explored, with simple analysis made regarding how investors view the value of railroads and rail service.

**UTU Auxiliary Workshop.** *Primary presenter: President Edythe Walter.* The UTU Auxiliary workshop will provide information vital to spouses and promote membership. There will be a continental breakfast and door prizes for attendees. In addition, a presentation will be made by Karen Wigent, Longaberger® independent sales consultant, on the maker of hand-woven baskets, fine pottery, wrought iron and home decorating accessories. The demonstration will include a brief history of Longaberger®, information on its products and usage ideas. A drawing will be held for a free basket. Proceeds from items sold will go to the UTU Auxiliary. Longaberger® and the other basket names are the property of Longaberger®. This fundraiser is in no way connected with or sponsored by Longaberger®.

**Women in Transportation.** *Moderator: Carolyn Scarsella.* This workshop will highlight the different issues affecting the working women in our union, as well as the transportation industry.

**Yardmasters Workshop.** *Primary presenters: Don Carver and Jerry Martin.* This workshop will explain current and ongoing national negotiations and serve as a general committee meeting for yardmasters.

**Your Money and How It Works.** *Primary presenter: John Nadalin.* This workshop is designed to stress the importance of knowing what the economy is doing to you and for you, so we have as much control as possible over our destiny.

# r something for everyone

## 2000 UTU/UTUIA Regional Meeting Schedule

Printed below is the tentative daily schedule for the UTU/UTUIA Regional Meetings. This schedule, and the list of presenters, is subject to change. The Reno Regional Meeting has been designated as the joint U.S./Canadian Regional Meeting.

### Monday

- 8:30 a.m.-10 a.m. General Session, with International President Charles L. Little
- 10 a.m.-10:15 a.m. Break
- 10:15 a.m.-noon Bus Workshop: Interviewing  
Secretary/Treasurer: Open Session  
Basic Collective Bargaining  
Alcohol and Drug Testing  
Historical Perspective: Future Understanding Fatigue
- Noon-1:15 p.m. Lunch with Guest Speaker
- 1:15 p.m.-3 p.m. Bus Workshop: Grievances I  
Secretary/Treasurer: Open Session  
DLC Workshop: Off-track transp.  
Renewing the Union Tradition  
Election 2000  
Railway Labor Act  
Auxiliary tour departs
- 3 p.m.-3:15 p.m. Break
- 3:15 p.m.-5 p.m. Bus Workshop: Grievances II  
Yardmaster Workshop  
General committee meetings  
Auxiliary returns 4:30 p.m.
- 7 p.m.-10:30 p.m. Buffet Dinner with entertainment, casual dress

### Tuesday

- 8:30 a.m.-10 a.m. Bus Workshop I:  
Open Chairpersons' Meeting  
Secretary/Treasurer: One on One  
Local Chairperson I:  
Preparing for Investigation  
The UTU and You  
Alcohol and Drug Testing  
Switching Operation Fatality  
Analysis Workshop  
Auxiliary Open Session I
- 10 a.m.-10:15 a.m. Break
- 10:15 a.m.-noon Bus Workshop II:  
Open Chairpersons' Meeting  
S&T: One on One  
Local Chairperson II:  
Conducting an Investigation  
Race to the Bottom  
Equal Opportunity in Workplace  
Engineer Certification  
Auxiliary Open Session II
- Noon-1:15 p.m. Lunch with Guest Speaker;  
Evaluation Awards
- 1:15 p.m.-3 p.m. S&T: One on One  
General Chairperson I:  
Preparing for Arbitration  
Your Money and How it Works  
Legislative Workshop I  
Women in Transportation  
Auxiliary III - Longaberger®  
demonstration
- 3 p.m.-3:15 p.m. Break
- 3:15 p.m.-5 p.m. S&T: One on One  
General Chairperson II:  
Conducting an Arbitration  
Health Hazard Prevention  
Legislative Workshop II  
Balancing Work & Family Life
- 6:30 p.m.-10:30 p.m. Tropical theme reception,  
with entertainment, heavy  
hors d'oeuvres, dress  
accordingly

### Wednesday

- 8:30 a.m.-10 a.m. Bus Workshop: Arbitration I  
Railroad Shippers' Association  
Financial Planning  
Grievance Mediation Arbitration  
of Rail Labor  
Switching Operation Fatality  
Analysis Workshop  
Equal Opportunity  
in the Workplace  
Duty to Accommodate - Canada
- 10 a.m.-10:15 a.m. Break
- 10:15 a.m.-noon Bus Workshop: Arbitration II  
CP Pension Workshop  
Designated Legal Counsel  
General Session
- Noon-1:15 p.m. Lunch with Guest Speaker;  
Evaluation Awards
- 1:15 p.m.-3 p.m. How Arbitration Works  
Local Officers Training  
Understanding Transportation  
Stock Analysis  
Race to the Bottom  
Engineer Certification
- 3 p.m.-3:15 p.m. Break
- 3:15 p.m.-5 p.m. State Legislative  
Board meetings
- 6:30 p.m.-10:30 p.m. President's Reception/Banquet,  
semi-formal dress

### Reception scheduled for Sunday night

At the 2000 Regional Meetings, all attendees are invited to a welcoming reception the Sunday evening before the Regional Meeting formally begins. The reception will run from 7 p.m. until 9 p.m., and refreshments and light hors d'oeuvres will be served. Casual dress is suggested.

### Luncheons, receptions and banquets included

At each Regional Meeting, all lunches are included.

On Monday evening, a buffet dinner will be held. Cocktails, soft drinks and entertainment will be provided. Ample seating will be available for all. Casual attire is suggested.

On Tuesday evening, a tropical theme reception will be held at each Regional Meeting. Cocktails, soft drinks and heavy hors d'oeuvres will be provided. Entertainment will be supplied by The World-Famous Pink Flamingos. Recommended dress is tropical casual, so bring your Hawaiian shirt.

On Wednesday the President's Reception and Banquet will conclude the festivities of this year's Regional Meetings. Beginning at 6:30 p.m., the event will include cocktails, a sit-down dinner, and closing comments by President Charles L. Little. Suggested dress is semi-formal.

### General committee meetings

At all Regional Meetings, general chairpersons will be gathering with their local officers and members to discuss issues specific to their properties.

### State legislative board meetings

At all Regional Meetings, state legislative directors will be gathering with their local legislative representatives and members to discuss issues specific to their states.

### Auxiliary meetings

Members and prospective members of the UTU Auxiliary are cordially invited to attend a meeting of the group on the Tuesday of each meeting from 9 a.m. until noon. A continental breakfast will be served.

### Auxiliary tours

At the Reno Regional Meeting, Auxiliary members, family members and friends will be offered a tour of Virginia City; in Birmingham, a *Southern Living Magazine* tour will feature many local attractions, and in Minneapolis, Auxiliary members will be able to visit the Mall of America, the largest shopping center in the world.

### Membership services room

The Membership Services Department will have representatives from Regence BlueCross/BlueShield, Magellan Behavioral Health, Aetna/U.S. HealthCare, Merck-Medco Managed Care, Inc., MetLife, Railroad Retirement Board, United HealthCare and Value Behavioral Health to meet one-on-one with the membership and/or their spouses. The Membership Services Room will only be open the first two days of the Regional Meetings between 7:30 a.m. and 4:30 p.m. UTU members, as well as their spouses and families, are encouraged to stop in.

## Airlines offer discount fares

UTU members planning to attend one of the 2000 Regional Meetings should know that discount air fares to the Regional Meeting cities have been arranged by the International.

Members wishing to inquire about discount air fares to Reno, Nev., or Birmingham, Ala., should call Southwest Airlines toll-free at (800) 433-5368. Identify yourself as with the UTU and refer to I.D. code G0530 for Reno or I.D. code G0540 for Birmingham, Ala.

Those inquiring about discount air fares to Minneapolis should call Northwest/Continental Airlines toll-free at (800) 328-1111 and refer to code: World File NMPFR.

For the lowest-possible fare, a Saturday night stay is required.

### UTU Insurance Association room

At the 2000 Regional Meetings, representatives of the United Transportation Union Insurance Association will be available from 7:30 a.m. until 5 p.m. on all days to answer questions regarding any UTUIA insurance or investment products.



# Regional Meetings 2000

Each Regional Meeting lasts a full three days, with the President's Banquet on the evening of the third day. The \$125 advance registration fee per member or guest includes: Sunday welcome reception; Monday lunch and evening buffet dinner and entertainment; Tuesday lunch and evening theme reception and entertainment; Wednesday lunch and evening Presidential reception and banquet, as well as all training workshop materials. On-site registration is \$175 per member or guest. Your name badge will be your admission ticket to all events and festivities.

New this year are one-day registrations for those members 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 \$50. Payments for individual events, such as lunches and tours, can be made at each meeting. Also new this year are registration procedures, with separate registration forms for members and guests. Additionally, credit cards are now being accepted for payment of Regional Meeting fees. At this time registration is not available on the UTU website.

Make all checks (U.S. funds only, please) payable to "UTU Regional Meeting." **Send your completed forms to UTU Meeting Registration, 14600 Detroit Ave., Cleveland, OH 44107-4250.** You may cancel seven full days prior to arrival with no penalty. Please fax any changes or cancellations immediately to the UTU International at (216) 228-5755.

## June 12-14, 2000

### Reno Hilton

2500 East Second St., Reno, NV 89595

Hotel direct reservations: (775) 789-2126

Toll-free reservations: (800) 648-5080

Reservation code: UTU Regional Meeting

Room rate: \$99 single/double; \$109 triple; \$119 quad

Reservation deadline: May 1, 2000

Self parking: free; valet parking: tip only

## July 10-12, 2000

### Sheraton Hotel

2101 Civic Center Blvd., Birmingham, AL 35203

Hotel direct reservations: (205) 324-5000

Toll-free reservations: (800) 325-3535

Reservation code: UTU Regional Meeting

Room rate: \$99 single/double; \$105 triple/quad

Reservation deadline: June 1, 2000

Parking: self \$7 per day; valet \$12 per day, both with in/out privileges

## August 28-30, 2000

### Minneapolis Hilton and Towers

1001 Marquette Ave., Minneapolis, MN 55403

Hotel direct reservations: (612) 397-4999

Toll-free reservations: (800) 445-8667

Reservation code: UTU Regional Meeting

Room rate: \$119 single/double; additional person \$20

Reservation deadline: July 20, 2000

Parking: self \$12.50 per day; valet \$20 per day, both with in/out privileges

## Golf at Regional Meetings

Arrangements have been made for golf outings in each of the UTU/UTUIA Regional Meeting cities. They are held the Sunday before the start of each meeting at challenging local golf courses. A registration form is printed at right. Please make note of the registration deadline for each golf outing. The registration fee, \$80 per golfer for each outing, includes the greens fee and golf carts, lunch and round-trip transportation to the course from the host hotel.

### Reno, Nev., golf outing

Date: Sunday, June 11, 2000; registration deadline June 1

Place: The Golf Club at Genoa Lakes, Genoa, Nev.

Tee-off: 8 a.m. shotgun start

### Birmingham, Ala., golf outing

Date: Sunday, July 9, 2000; registration deadline June 30

Place: Oxmoor Valley, Birmingham, Ala.

Tee-off: 8 a.m. shotgun start

### Minneapolis, Minn., golf outing

Date: Sunday, Aug. 27, 2000; registration deadline Aug. 17

Place: Majestic Oaks Golf Club, Ham Lake, Minn.

Tee-off: 7:30 a.m. shotgun start



## UTU Regional Meeting Registration Form

By registering in advance for the UTU/UTUIA Regional Meetings, you will speed registration procedures at the meeting sites and help organizers plan more accurately. Additionally, personalized name badges and information kits will be waiting for you upon arrival.

Which Regional Meeting will you be attending?

Reno  Birmingham  Minneapolis

UTU Local \_\_\_\_\_

Name \_\_\_\_\_

Title (if any) \_\_\_\_\_

Name for Badge (if different) \_\_\_\_\_

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

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

Daytime telephone number ( ) \_\_\_\_\_

How will you be paying?  By enclosed check  
 By credit card

Circle type of credit card VISA MasterCard

Credit card number \_\_\_\_\_

Expiration date \_\_\_\_\_ Amt. charged \_\_\_\_\_

Signature \_\_\_\_\_

**On-site registration is \$175 per member or guest**

## Guest Registration Form

To be used by spouses, children and guests of UTU members attending a Regional Meeting.

Which Regional Meeting will you be attending?

Reno  Birmingham  Minneapolis

Name \_\_\_\_\_

Name of Member \_\_\_\_\_ Local \_\_\_\_\_

Relationship to member \_\_\_\_\_

## Golf Registration Form

Which golf outing will you be attending?

Reno  Birmingham  Minneapolis

Name \_\_\_\_\_ Local \_\_\_\_\_

Address \_\_\_\_\_

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

Handicap or average 18-hole score \_\_\_\_\_

All courses require soft spikes, collared shirts and proper attire. The format at all golf outings will be scramble/best ball. All foursomes will be established by draw from a handicap pool; no pre-arranged foursomes will be considered. Foursomes will be made up of one golfer from each of four classes: A, B, C and D. Please complete the form and send it with your registration fee (payable to "UTU") by the applicable deadline to UTU Regional Meeting Golf Outing, 14600 Detroit Ave., Cleveland, OH 44107.