

The logo for UTU News features the letters 'UTU' in a stylized, bold font. The 'U' on the left is blue, the 'T' in the middle is red, and the 'U' on the right is blue. To the right of 'UTU' is the word 'News' in a large, black, sans-serif font. The 'T' in 'UTU' is designed to look like an upward-pointing arrow.

The Official Publication of the United Transportation Union

WELCOME TO THE "VOICE OF TRANSPORTATION LABOR"

"As chief negotiator, I have given Byron Boyd one primary objective: Get the best possible economic contract for UTU members, and get rid of the two-tiered wage structure." – *UTU President Charles L. Little*

News & Notes

JB/ISP rates slashed 40%

CLEVELAND – UTUIA now offers the lowest rates for job benefit/income security program protection in the rail industry. The UTU board of directors recently voted to reduce the premiums for daily benefits by 40%, effective August 1.

For example, premiums for a \$30 daily benefit were reduced from \$15 per month to \$9; for the \$100 daily benefit, the rates were slashed from \$50 per month to \$30.

"We lowered our rates so that all members can take greater advantage of this program, which protects earning power in the event of discipline," General Secretary and Treasurer Paul C. Thompson said.

Van drivers choose UTU

CLEVELAND – The UTU Bus Department's drive to organize van service operators who transport rail crews continues to roll across the south and west as approximately 250 more operators employed by Alex's Transportation chose UTU in June 15th elections. The operators will be organized into three units: one bargaining unit will be comprised of operators in Texas, Oklahoma and Kansas; a second with drivers in Washington and Oregon, and a third unit in Arizona. Vice President Bernie McNelis thanked organizers Roy Arnold, Bill Koehn, David Arterburn, Danny Young, William Young III, Jim Shelley, Brian Donald, Rodney Overgaard and Steve Sanders for a job well done. He also expressed appreciation for the efforts of UTUIA Field Supervisor Andy Sanderson and Yardmaster Kelly D. Hoolehan.

New train control system

WASHINGTON, D.C. – The government has announced the award of a \$34-million contract to a team led by Lockheed Martin Corp. for the development and deployment of a Positive Train Control (PTC) system on a 120-mile segment of the Chicago-to-St. Louis high speed rail passenger corridor. Backers hope to demonstrate a cost-effective PTC system, which is one of the technologies many claim will further improve railroad safety and encourage the development of high-speed rail lines.

Earnings form in mail

CHICAGO – Each year the Railroad Retirement Board prepares a "Certificate of Service Months and Compensation" (Form BA-6) for every railroad employee who received creditable railroad compensation in the previous calendar year. The forms were mailed in late June. Employees for whom compensation was reported in 1999 but who did not receive a Form BA-6 by mid-July, or need a replacement, should contact the nearest Railroad Retirement Board field office.

UTU strong and growing, committed to Power of One

Highlights of Little's "State of the Union" speech

RENO, Nevada – The United Transportation Union is financially strong and its membership is growing, International President Charles L. Little said at the Regional Meeting held here June 12-14.

Little's "State of the UTU" speech was delivered on June 12 from the Reno Hilton to 1,400 UTU members and friends from 287 UTU locals located in 29 states and every Canadian province. In addition, thousands more tuned into the live real-time webcast of Little's speech on the Internet. The UTU made labor history by being the first union to webcast live a "State of the Union" speech on the Internet.

Little's speech focused on national contract talks, Railroad Retirement legislation, the unification of historical rail operating crafts, disaffiliation from the AFL-CIO, the BLE and BMW, the Power of One, and more.

Here are highlights of the speech:

National Contract Talks

"As chief negotiator, I have given Byron Boyd one primary objective: Get the best possible economic contract for UTU members, and get rid of the two-tiered wage structure. I believe it is fair to report to you that we remain cautiously optimistic that we will achieve our goals sooner rather than later. I can also honestly tell you that if we fail to reach an agreement with the carriers before the November presidential election, it may then become a more drawn-out negotiation. We do not want Congressional intervention on this contract as happened seven times between 1982 and 1991.

"No other issue that this union is involved in right now – including our ongoing dispute with the BLE – is more important to us than negotiating this contract. We intend to be the first union that reaches an agreement with the carriers, but only the right agreement. History has proven that when the UTU doesn't lead in national contract talks, rail employees get bad contracts.

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Metra workers ratify contract

CHICAGO – More than 300 UTU-represented conductors working on Chicago's Metra commuter railroad have ratified a new seven-year agreement that is being hailed as one of the best commuter rail agreements in the nation.

The agreement, which was approved by an overwhelming 86% of the Metra conductors who voted, went into effect on July 1, 2000. The package is retroactive to 1998 and includes back pay for the past two years.

"I'm not trying to sound overconfident, but there are a lot of people who consider this the best commuter rail agreement in the United States," said **Kevin J. King**, the UTU's general chairperson on Metra.

"This agreement provides back pay for the years 1998 and 1999 and provides 3% annual wage increases through 2005, which adds up to a compounded 19.4% pay increase for our

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MTA members authorize strike

LOS ANGELES – Bus and train operators for the Metropolitan Transportation Authority voted overwhelmingly June 19 to authorize a strike, hoping to ratchet up pressure on the agency to agree on a new contract.

Almost 98% of the UTU members who cast ballots voted to give union leaders the power to call a strike, but no date for a walkout was set.

In response to the union vote, MTA officials plan to immediately ask Gov. Gray Davis to impose a 60-day cooling-off period. That would prevent any strike until after the Democratic National Convention is held in Los Angeles in mid-August. The MTA's contracts expired at midnight June 30.

With time for bargaining running out, negotiations with the UTU reportedly are moving slowly. No agreement has been reached on scheduling and overtime, health benefits, reducing workers'

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Around the UTU

News from around the U.S. and Canada

Local 4, Charny, Q.C.

Members should note a new address for the local, which now conducts business at P.O. Box 45005, Charny, QC, G6X3R4, according to Secretary and Treasurer **Louis-François Garceau**.

Local 30, Jacksonville, Fla.

Bill Stewart, Jere Blue and **Denny Dykstra**, employees of Herzog TSI, and **Rob Miller** from Local 313 in Grand Rapids, Mich., recently competed in the 14th annual Coconut's dolphin fishing tournament out of Holiday Isle Marina in Florida. Among a field of 612 fisherman, the group brought home three trophies and cash value for three paid places, Dykstra said.

Local 259, St. Joseph, Mo.

Recently retired member **Chester L. Dietderich** was presented with a special plaque, along with a UTU Brass Lantern, last month by Missouri Legislative Director **W. Larry Foster**. Brother Dietderich was honored for his dedication to the union as Missouri Legislative Board chairperson from 1984 through 2000, and for serving as local legislative representative from 1978 through 2000.

Local 469, Madison, Ill.

Light rain failed to dampen spirits at the annual picnic last month, said Secretary and Treasurer **John I. Payer**, who thanked Designated Legal Counsel **Lance Callis** and the **Midwest Railroaders** for their sponsorship. Enjoying the food and live music were members of **Locals 1388** and **1405** from St. Louis, Mo., as well as other guests, including members of **Local 1534** from Chicago, Ill., **Local 1517** from Cincinnati, Ohio, and **Local 1929** from E. St. Louis, Ill. On hand was the UTU's mobile education and training coach, **Membership I**. Members also participated in "Join Hands Day" by adopting 20th Street in Granite City as part of a beautification project. Meanwhile, General Chairperson **Dave Wier** (GO-919) is spearheading A-card elections on the Terminal Railroad and Manufacturers' Railroad, "even though the BLE has withdrawn their desire to represent the engineers by way of a letter from BLE President Dubroski," Payer said.

Local 471, Eugene, Ore.

The fourth annual J.C. Anderson Memorial Golf and BBQ Tour has been scheduled for August 7 at the Diamond Woods golf course in Monroe, Ore., according to Legislative Representative **Greg Boam**. Registration opens at 8 a.m., with a 9 a.m. shotgun start. The event, sponsored by Designated Legal Counsel **Yaeger, Jungbauer, Barczak, Roe and Vucinovich**, brings together all crafts, retirees, wives and children to remember fellow rails whose lives were taken while on duty. For information, contact Boam at (541) 461-5407, fax him at (541)-461-5428, or send e-mail to <wrldclas@televar.com>.

Local 655, Bluefield, W.Va.

Brother **Henry Wright**, described as always willing to help others in need and devoted to friends and family, was recently diagnosed with incurable lung cancer, according to



Andy Cappadocio (left) and Mike FitzPatrick perform with a couple friends at a local mall in their effort to deliver a safety message to children.

Member has hand in safety program

Twelve-year CP Rail veteran and engineer **Andy Cappadocio** of Local 107 in Hamilton, Ont., a third-generation railroader, has an active hand in educating children about the dangers of playing around railroads.

More accurately, he keeps at least one hand active operating the puppets he uses to "appeal to the youngsters who may not understand the railway safety themes of conventional education programs," according to one of his supporters, Local 107's Legislative Representative **Don Ashley**.

"I'm a father of two, with a five-year-old son and a three-year-old daughter, and this is where I become very emotional when I see young kids playing around railroad tracks," Cappadocio explained.

"I started the program, *Puppets in Motion*, about a year and a half ago," said Cappadocio, who shortens his name to "Andy Capp" for the ease of his young fans. "I first approached Mike FitzPatrick, a CP Rail police officer, with the idea of reaching children through the use of puppets, and, when he saw what I was doing, he wanted to get involved. It turns out he's just a big enough ham to play along and became my partner in this venture."

Cappadocio had no prior experience with puppets, except in sixth grade when he was picked to run a marionette. "It stuck in my mind as a tool that captivates kids," he explained. Byron Morton of Images Puppet Productions, Inc., the creative director behind a national children's show in Canada called "TQ," crafted the puppets to bring to life the characters Cappadocio and FitzPatrick created.

With \$16,000 of his own money invested in the program, Cappadocio, along with FitzPatrick, is taking the show to schools, malls, and any public event that draws children, and the two recently began seeking sponsors to help sustain the program on a not-for-profit basis.

For more information, call (905) 525-7628, or send e-mail to <acapp@sympatico.ca>.

Local Chairperson **Edward A. Loy**. Wright and his family face enormous medical bills, and Loy is asking UTU members to send letters of support to Wright at 5034 State Hwy. 292 East, Burnwell, KY 41514.

Local 770, Heavener, Okla.

Local Chairperson and Secretary/Treasurer **John T. Locke** reported with pride that his daughter, **Elaine**, who will begin her senior year in high school this autumn, was chosen on the basis of outstanding grades to serve this past spring as a page in the state's House of Representatives for State Rep. Kenneth Corn (D). Next year, she hopes to tackle the same duties in the state's Senate on the staff of State Sen. Larry Dickerson (D), Locke said.

Local 857, San Antonio, Tex.

Amtrak employee **John J. Quesada** was presented late last month with a safety achievement award at the Amtrak 2000 President's Service and Safety Award Banquet in Washington, D.C., according to fellow local member **G.L. Morris**.

Local 924, Richmond, Va.

Members are mourning the loss of conductor **Stephen W. Sturgill**, who was killed in an accident that occurred during a shoving move. A request has gone out for sympathy cards to be sent to his mother. Send cards to: Mrs. Mary McCormack, 913 Williamsburg Rd., Colonial Hts., VA 23834.

Local 1438, Lincoln Park, Mich.

Members are being urged to attend the regular meetings held at 7 p.m. on the last Monday of the month at the VFW Hall in Southgate by member **Dennis Kernan**, who noted the gatherings offer a good opportunity to voice questions and complaints.

Local 1715, Charlotte, N.C.

Leon Baylor, a Charlotte Transit bus operator who recently retired, was honored at last month's regular local meeting for his 20 years of dedication and outstanding service. Local President **James Shannon** said he presented a special plaque to Baylor, who had served on the board of trustees. Meanwhile, Secretary and Treasurer **Doyle Reed** received a plaque, a month of free parking, and a day off with pay when he was named May's employee of the month.

Local 1778, N. Vancouver, B.C.

The website co-hosted by Local 1778 and Local 1923 in Prince George, B.C., has been updated with the new scheduling agreement, recommendations from the Switching Operations Fatality Analysis (SOFA) working group, a multitude of new links, and a surprise, according to Secretary and Treasurer **David Moorhouse**. UTU members are invited to visit the website at <<http://www.utubc.com>>.

Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **William F. Greer** of Local 974, Nashville, Tenn., which represents CSX workers on the former Louisville & Nashville line. These items are awarded every month by random drawing as a show of appreciation to the many members who have been supportive of the UTU throughout the years.

Mantlo chosen Volunteer of Year

CLEVELAND – David G. Mantlo, a member of UTU Local 500 and UTUIA Local Unit 16, has been named the UTUIA's Volunteer of the Year for 2000.

Mantlo, who lives in Grand Junction, Colo., and works as a conductor for the Union Pacific, has been an active volunteer in the community for more than 35 years.

His volunteer career started on a summer day in 1965 when a Little League game was delayed because the umpire didn't show up. So, Dave volunteered to be the umpire, and the rest is Little League history. It was the beginning of Dave's lifetime involvement with Little League where he has held just about every position there is.

The following year Dave decided to become a coach. He's been coaching ever since, at all levels. Until 1970, the Grand Mesa Little League had been paying someone to mow and maintain the ball fields. Someone suggested that Dave be the new maintenance man. Dave had a better idea. He would do the maintenance for free, and the money they saved could buy a tractor. The league agreed. But Dave wasn't finished. Now that he had the money to buy the tractor, he went down to Western Implement and talked them into giving the Little League a tractor for free.

Dave says you find the time for the things you love. He works full time and spends plenty of time with his family, but he still finds spare time for Little League.

By now it probably sounds like Dave Mantlo has a one-track mind: Little League baseball. A one-track mind is right, but it's not baseball, it's kids. He organized the first Bronco charity event for Little League in Grand Junction. He was the Central High School football booster of the year. Additionally, Dave has volunteered his time as a coach at West Middle School (seven seasons), was co-chairman of the Committee to Build Playground Equipment at Nisley Elementary, served on the Accountability Committee at Nisley Elementary, coached Junior League Football for eight years, coached Pee-Wee Basketball for seven years, and was an officer



Dave Mantlo, center, proudly displays his UTUIA Volunteer of the Year award to fellow Local 500 members. From left are Treasurer and Field Supervisor Dan McElley (who nominated Mantlo), Local Chairperson Mike Gardner, Mantlo, Local President Clyde McCormick and Linda Mantlo.

in the Rio Grand Veterans' Club.

In 1993, the senior boys' field was named "Dave Mantlo Field" and Dave received Volunteer of the Year from Grand Mesa Little League two separate years. In 1999, Dave received the first Grand Junction Lions Club "Hometown Hero Award" for outstanding volunteer service to the community.

Dave Mantlo's life has been dedicated to helping kids, primarily through Little League baseball. He has always been more interested in getting something accomplished than getting those accomplishments recognized.

Mantlo said being named the UTUIA's Volunteer of the Year was a pleasant surprise. "It was very nice, very surprising and gratifying," he said. "A friend nominated me and I really had no idea until they (UTUIA) called."

Mantlo's trip to the Reno Regional Meeting to receive his award also coincided with his wives' birthday "so it worked out very well. We hadn't been there in 20 years. They treated us very nice, and I enjoyed seeing what the Regional Meeting was like."

"To win a national award like this is very nice. It was a great honor and I certainly do appreciate it," Mantlo said.

Safety team gets training

CLEVELAND – The UTU's Transportation Safety Team (TST) was the first organized-labor group to attend the National Transportation Safety Board's (NTSB) advanced training seminar held recently in Washington, D.C.

The TST was organized, as part of UTU's proactive agenda, for the purpose of participating in accident investigations conducted by the NTSB with the goal of contributing to the fact-finding phase of the field investigations, President Charles L. Little said.

In June, the eight-member TST team attended a day-long seminar conducted at NTSB headquarters, which focused on agency procedures, the elements of an investigation and safety recommendations.

The TST has played and will play a vital role in the fact-finding phase of rail accident investigations, according to TST member David Hakey. "The seminar was the first step in a new era of cooperation between the NTSB and the UTU in the interest of advancing safety in the transportation industry."



The United Transportation Union's Transportation Safety Team (TST) was the first in organized labor to attend advanced training seminars at National Transportation Safety Board headquarters in Washington, D.C. Seated (left to right) are Alternate National Legislative Director James A. Stem; TST National Chairperson, Vice President David L. Hakey; NTSB Chairman Jim Hall; TST National Coordinator James R. Cumby, and TST member C.D. "Bud" Davis. Standing (left to right) are Chief of NTSB Technical Services, Railroad Division, James P. Dunn; NTSB representative Jo Strang; NTSB Office of Railroad Safety Director Robert Lauby; TST members Robert Strzelczyk, Thomas P. Dwyer, Joseph T. Debbs, Steven P. Fritter, David A. Brooks and Curtis A. Wall; and Deputy Director, NTSB Office of Railroad Safety, Dwight R. Foster.

Bus Department

By Bernie McNelis

Government eyes drug restrictions

New restrictions regarding over-the-counter medications are under consideration. Drivers should make sure the medications they take do not affect their duties. The Department of Transportation (DOT) is under pressure to list over-the-counter medications that drivers can safely use, and to ban others that may cause drowsiness or other side effects.

There is also the question of the bi-annual physical. One proposed change with which I agree is the use of neutral physicians providing DOT physicals. Companies now are responsible for the DOT physicals and we fear new medical qualifications being established by companies. Will this be an opportunity for companies to get rid of drivers under new company medical qualifications, and/or will it allow companies to deny medical insurance coverage to employees?

On the other hand, companies are against new Occupational Safety and Health Administration (OSHA) rules on work-related repetitive stress or repetitive-motion injuries. Even though the new rules may be primarily for manufacturing and manual labor, the United Motorcoach Association (MCA) has been working to exempt motorcoach companies from the proposed rule because they would cover musculoskeletal disorders and injuries and disorders of the muscles, nerves, tendons, ligaments, joints, etc. Why is the MCA against it? Because they would have to retain employees for a limited time if injured on the job, and if the employee can perform light duty they must be provided with full earnings, seniority and benefits.

This is just a brief summary. For more information go to the OSHA web site <www.osha.gov>. Also, file your comments in support of the changes for all industries.



Yardmasters

By Don Carver

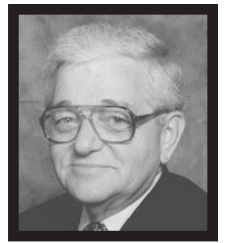
NS yardmasters ratify agreement

Norfolk Southern yardmasters have ratified a new system agreement. The ratification ballots were tallied at the International June 16. The proposed agreement received overwhelming support from the membership.

Ballots were tallied separately for the general committees representing yardmasters on the former Southern and Norfolk Western systems. Members of the Southern committee, GO-346, led by William B. Headrick, Jr., voted 74.7 % in favor of the agreement. Members of the Norfolk Western committee, GO-348, led by Robert J. Cooper, voted 75.5 % in favor of the agreement. The percentages are based on the count of valid ballots returned to the International. Wage and benefit increases provided in the new agreement became effective June 26, 2000. Distribution of the new agreement to affected members will be made as soon as they are printed.

The Burlington Northern Santa Fe yardmaster committee, GO-341, led by William J. Cobean, has ratified and inked an agreement that expands the jurisdiction of the yardmaster agreement to former Santa Fe territories. The agreement establishes seniority districts encompassing the complete territory. The current BNSF agreement wage rates and benefits will cover yardmaster positions established in the new territory.

Rail labor has lost one of its old warriors. Former Railroad Yardmasters of America Assistant President Robert F. O'Leary has passed away. Brother O'Leary began his rail career on the former B&O Railroad in Rochester, New York. Bob retired in 1982 after more than four decades of union membership and dedicated service as a union representative. Bob was an outstanding union leader and mentor to many yardmaster representatives.



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

A tale of two UTU cities

In Chicago, the more than 300 UTU-represented conductors working on the Metra commuter railroad ratified a new seven-year agreement being hailed as "one of the best commuter rail agreements in the nation."

In Los Angeles, the powers that be at the Metropolitan Transportation Authority are trying to squeeze the 5,000 UTU members who operate its buses and trains on a new long-term contract.

In Chicago, the agreement was approved overwhelmingly by 86% of the Metra conductors who voted. It goes into effect on July 1, 2000, is retroactive to 1998, and includes back pay for the past two years.

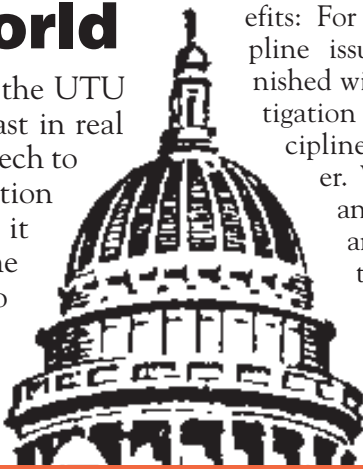
In Los Angeles, the membership voted 98% in favor of authorizing the UTU to strike if negotiations go sour with the MTA in the future.

In Chicago, patient and reasoned negotiations conducted by General Chairperson Kevin J. King and his team finally paid off, including two years of back pay and a healthy pay raise and other benefits.

In Los Angeles, we believe that General Chairperson James Williams and his team will make the MTA see the light and achieve a contract for our 5,000 UTU members that is just and fair.

Webcasting to the world

On June 12 from the Reno, Nev., Regional Meeting, the UTU became the first North American labor union to webcast in real time its international president's "state of the union" speech to the world. We are told that some people got great reception in both video and audio while others got only audio. So it goes in the Internet age. Regardless of the glitches in some people's reception, the UTU has ushered in a new way to communicate directly with its members and others around the world interested in the North American transportation labor movement. This was only the beginning. The best is yet to come.



WASHINGTON WATCH

By James Brunkenhoefer

The secret of UTU's success? Look in the mirror

UTU is known across North America for being the union on the move.

Although we may not be able to do everything that our members want, no one can question that we are fighting the battles that must be fought.

Some of us get frustrated at times on what trade unionism brings to our tables.

We want and expect more from our union membership.

But let's take a moment to see what trade unionism brings to most workers.

Trade unionism is not just about wages, working conditions, healthcare, and retirement benefits.

It is about dignity and respect in the work place.

Can you imagine what your paycheck would look like if your employer didn't have to pay you union wages?

Would you have the type of healthcare plan that you have now?

I think we all know the answers to these questions.

How would the boss treat you if he did not have the local chairpersons and general chairpersons ready to write up a claim that may end up at a public law board?

He also has to worry about your local legislative representative and state director looking over his shoulder.



JB/ISP, new UTU credit card

As General Secretary and Treasurer, I have two important announcements to share with you.

First, the UTU board of directors recently took action to decrease the assessments for the UTU Job Benefit Fund/Income Security Program by 40%. The decrease was possible because this fund is in excellent financial condition, and now there is no other fund in existence that can compare with the benefits offered by UTU.

I am also pleased to report that now our Canadian members will receive the same JB/ISP benefits and assessments identical to their brothers and sisters in the U.S. That means that Canadians can now purchase as much as \$150 per day of coverage.

I would like to remind everyone that the JB/ISP is strictly to protect our members from discipline. We have been receiving JB/SIP claims that are related to medical issues, which are not covered under that policy. For medical issues, the UTUIA provides excellent disability insurance and we encourage you to discuss this with your UTUIA field supervisor.

Here's how to claim JB/ISP benefits: For payment under discipline issues, we must be furnished with a copy of the investigation transcript, letter of discipline and/or a signed waiver. When a claim is filed, and we do not receive any of the above items, the result is a delay in your payment. Also, please note that under the JB/ISP, a person has 60 days from the date of

discipline to submit a claim.

Second, as you probably know, in October 1999 Huntington Bank sold their Credit Card Division to Chase Manhattan Bank, and because we had a contract with Huntington that did not expire until May 2000, Chase entered into an agreement with us until we could make other arrangements.

Now I can report we have been successful in negotiating an excellent new credit card deal with National City Bank. We are suggesting that those of you who have the former UTU Huntington credit card obtain the

new National City Bank UTU VISA card, which will contribute one-half percent of purchases to UTU education. When you do that we also suggest that you transfer any debts from the old card to the new card. In doing so you will receive an introductory rate of 3.9% for the first six months on both purchases and debt transfers. This will save you money in interest charges.

To do so, you must notify Chase Manhattan Bank of your desire to cancel their current card, if you so choose. You should also be aware that Chase Manhattan is now free to raise the interest rates and make whatever other changes they desire since we no longer have an agreement with them. We urge you to apply for the new National City Bank UTU VISA card and enjoy a very low interest rate for the first six months, and as low as prime interest rate thereafter.

I want to thank each of you for your continued support for the one transportation union that is looking out for your welfare, not only in the workplace but also in your everyday life.



By Paul Thompson

State Watch

News from UTU State Legislative Boards

Illinois

On June 2, Governor George Ryan signed into law a UTU bill that obligates all railroads operating in the state to make counseling available to train crew members involved in fatal or injurious accidents, reports Legislative Director **Joseph C. Szabo**.

"This is a tremendous victory for all men and women who work in train or engine service," said Assistant Director **John Burner**. "They will have the opportunity to work with a professional counselor who specializes in treating the post-traumatic stress reactions that often afflict people who have witnessed calamity and tragedy."

A similar measure failed to pass the general assembly a year ago, but a total turnaround was staged after Szabo and Burner negotiated new language that was acceptable to the rail industry, organized labor and key transportation committees in the state assembly.

Kentucky

A bill was passed by the 2000 General Assembly and signed into law by Governor Paul E. Patton which exempts any train crew member in the state from being required to show an automobile driver's license following a rail accident or any alleged violation of law involving train operations, reports Kentucky Legislative Director **Bobby Marshall**.

H.B. 736 also prohibits a train crew member's motor vehicle insurer from obtaining a copy of any accident report filed as a result of a rail-related accident that occurred on the job, or from raising a policyholder's rates as a result of such an accident. The law went into effect on July 1.

Marshall and Assistant Legislative Director **David Miracle** were called to the Senate floor to be photographed with President of the Senate **David Williams** as the measure passed the Senate 37-0, and later attended a ceremony where



Assistant Kentucky Legislative Director **David Miracle**, Kentucky Legislative Director **Bobby Marshall** and State Representative **Perry Clark**, standing left to right, look on as Kentucky Governor **Paul E. Patton** prepares to sign H.B. 736 into law. The law took effect on July 1, 2000.



Iowa Legislative Director **Pat Hendricks**, left, looks on as Conductor **Rich Merial** (867), center, and Iowa Governor **Tom Vilsack** peruse photographs of a train wreck in Buckeye, Iowa. Merial was injured in the wreck and the train's engineer was killed, inducing the state to approve stricter fines for motorists who fail to yield to trains at grade crossings.

Gov. Patton formally signed the bill into law.

"The UTU was instrumental in the passage of this bill, which was considered at 11:30 p.m. on March 29 and was the last bill to be passed by the 2000 General Assembly," Marshall said.

Massachusetts/Rhode Island

Director **George T. Casey** noted that the UTU's Massachusetts Legislative Board was "deeply involved" in a coalition of 11 labor unions working to save hundreds of jobs threatened by Bay States Transit Service's attempt to take union work away from the Massachusetts Bay Transportation Authority.

Non-union Bay States Transit Service was the low bidder to acquire maintenance work being performed by unionized Amtrak employees under contract to the MBTA when that contract expired.

However, the 11-union coalition under the name of "Commuter Rail Workers United" began a grassroots campaign to pressure MBTA management and government officials to renew Amtrak's contract. Following a brief court skirmish with BSTS, MBTA signed a new three-year deal with Amtrak.

Casey added that the members and officers of UTU Local 898 at Boston and General Chairperson **Al Suozzo's** office were very helpful throughout the process.

Iowa

Legislation drafted by the Iowa Legislative Board following a tragic tractor/train collision at Buckeye, Iowa, was signed into law by Governor **Tom Vilsack**.

S.F. 2329, which doubles fines for failure to yield to a train at a grade crossing and quadruples fines for causing an immediate safety

threat such as racing a train to a crossing, was drafted following the Buckeye accident, which killed engineer **Randy Oertwig** and injured UTU Local Chairperson **Rich Merial**.

Legislative Director **Pat Hendricks** noted that the legislation also requires the Iowa Department of Transportation to draft rules regulating the hours of service of rail crew van drivers.

Hendricks said that the UTU was the only union representing operating employees to support the legislation, which was sponsored by Rep. **Todd Taylor** (D-Cedar Rapids).

Arizona

All UTU locals in Arizona will conduct voter registration drives in an attempt to register 100% of UTU members prior to this fall's elections, announced Legislative Director **Scott T. Olson**.

After completing a check of registered voters in the state, the Arizona Legislative Board found that only 60.5% of UTU members there were registered voters.

Olson said local legislative representatives will be at on-duty points to register UTU members and any other rail workers who wish to register to vote and to encourage those who may be away from home to seek absentee ballots.

"We must strive to elect UTU-friendly candidates this November," Olson said. "We cannot forget that the next president of the United States will likely appoint four Supreme Court judges during his tenure. Who do we want to rule over our political issues for the rest of our lives, Bush or Gore? I think it is plain to see we need a Democrat to keep our labor issues from being forgotten."

Olson added that UTU Locals 807 and 1800 at Tucson have the greatest percentage of registered members, respectively.

Washington

Legislative Director **Tom Retterath** would like to remind all UTU members that the Washington Utilities and Transportation Commission has approved new "yard walkway" standards.

Class I railroads have until Jan. 25, 2001, to meet the new walkway standards, which regulate the drainage, slope and width of walkways, the materials used for walkway construction, and other criterion. Class II and III railroads have until 2005 to meet the standards.

For information regarding these standards, contact your local legislative representative.

Retterath said that UTU Designated Counsel **Larry Mann** provided excellent testimony during the hearing process. He also thanked Legislative Reps. **Jim Shelley** (556), **Bruce Noot** (1713) and **Eugene Bevacqua** (1505) for their assistance in this successful effort.

Metra deal

Continued from page 1

members," King said.

The deal also provides that the Northeast Illinois Regional Commuter Railroad Corp., Metra's parent company, fully pay the premiums on employees' health and welfare benefits and pay \$4 for each day of compensated service into an employee's 401(k) deferred compensation plan.

Contributions to employees' 401(k) plans increase to \$5 for each day of compensated service in 2001, \$6 per compensated day in 2002, and \$7 per day in 2003.

To top it off, King says, the agreement provides group supplemental short-term sickness insurance which pays employees up to \$525 per week for up to 104 weeks (two years) during periods of short-term illness or disability.

"These benefits are just the beginning," King said. "I could go on and on."

"Including wages and benefits, it amounts to a \$185-million package...it's a pretty sizable package," he added.

The agreement was negotiated by King and Vice General Chairperson **Jack Cunningham**,

with assistance from UTU Vice Presidents **Bruce Wigent** and **Patrick Drennan**.

Of the 325 ballots mailed, 269 were returned. Of the ballots returned, 232 were in favor of the agreement.

Also assisting in negotiations were UTU Local Chairpersons **Raymond Heintzelman**, **Bernie Leslie**, **Charles Moore**, **Salvador Ochoa** and **Mark Stuebner**.

"I especially want to thank the members of this general committee of adjustment who assisted in obtaining this agreement, and UTU President **Charles Little** and Assistant President **Boyd** for their support throughout this process. This truly is a fraternal organization," King said.

Metra will provide a copy of the agreement to each covered employee in the near future.

Metra is a commuter rail system serving a six-county region in the greater Chicago metropolitan area. It is run by the Regional Transportation Authority, which also oversees the Chicago Transit Authority and Pace, the area's bus-service provider.

MTA strike

Continued from page 1

compensation losses and other subjects.

General Chairperson **James A. Williams** said the vote does not mean a strike will take place. "It has been the case for many years that meaningful negotiations do not really begin until there is some kind of a deadline in place, and this is the first step in establishing such a deadline."

The union represents about 5,000 bus and train operators, and any walkout would cripple transit operations. MTA spokesman **Marc Littman** said the agency would be unable to operate the subway system and two light rail lines. Bus service would be severely curtailed, with MTA able to run only very limited service.

"We don't want a strike. It would be very disruptive to our customers," Littman said. "We feel we can work it out at the bargaining table, but we need more time."

The MTA's chief labor negotiator, **Thomas Webb**, said the strike authorization vote "sends the wrong message to all of the people who are looking at or are involved with the MTA."

UTU News

5

Regional Meeting participants celebrate



RENO – Setting an attendance record for a western UTU/UTUIA Regional Meeting, the recent gathering at the Reno Hilton in Reno, Nev., brought nearly 1,400 UTU members and their families together during three unforgettable days that celebrated “The Power of One,” June 12-15, 2000.

Among the highlights of the joint U.S./Canadian meeting was an historic webcast of International President Charles L. Little’s opening “State of the UTU” address.

“We will continue to push our cause to unite all historical rail operating crafts under the ‘Power of One’ union umbrella,” President Little said in his speech, earning one of many standing ovations from those in attendance. “We are committed to the ‘Power of One’ for the long haul. We remain convinced that this is the right thing to do for railroad workers and the future of the transportation union movement. And it will be done!”

President Little’s address marked the first time a major North American labor union employed the Internet to send a message, via a live audio and visual signal, to unionists and other interested parties around the world.

“Our 135,000 members, as well as the thousands of others interested in the UTU and its activities, enjoyed an opportunity to see for themselves what we are all about,” said Assistant President Byron A. Boyd, Jr.

During a luncheon address, National Mediation Board (NMB) Member Magdalena G. Jacobsen lauded the UTU for its efforts on behalf of its members. “The UTU’s been the most courageous, the most aggressive, and the most outspoken about changing the way things are done,” Jacobsen said.

The UTU’s leadership “has been pushing the envelope, ever since I’ve been at the NMB, as far as you can to improve the quality of service provided to the nation by the railroads, as well as the quality of life for the members the UTU represents,” Jacobsen continued.

During the course of the three-day meeting, members attended nearly 30 different educational workshops covering a wide variety of topics and issues, and participated in other social and training events.

Thanks to all who attended and made this meeting a memorable and successful event.



UTU International President Charles L. Little opened the first UTU/UTUIA Regional Meeting of the year with a “State of the UTU” address, a webcast that marked the first time a major North American labor union had used the Internet to send a live audio and visual signal to interested parties worldwide.



UTU Assistant President Byron A. Boyd, Jr. (left) presents an honorary plaque and a gift certificate to David G. Mantlo of Local 500, Grand Junction, Col., (center) and his wife, Linda. Mantlo was honored as the United Transportation Union Insurance Association’s Volunteer of the Year.



Winning the award this year for top average Transportation Political Education League (TPEL) contribution per member, by state, was Local 1933, which has its headquarters in Washington, D.C. Accepting the award on behalf of the local were (from left) Ray Cunningham, Steve Fritter, Eddie Johnson, and Pat Ryan.



Discussing business and pleasure are (from left) Bob Fisher of Local 1043, Sparks, Nev.; Rod Nelms of Local 1775, Winnemucca, Nev., and Local Planning Committee member Mike Godwin of Local 1200, Portola, Cal.



Members and their families check in at the UTU registration window, picking up their name badges and educational materials. Those who were pre-registered found the process fast and simple.



Promoting the Auxiliary of the UTU are (from left, back row) Dorothy Arrington, Nat'l Leg. Director; Patricia Shacklette, Vice President of District 6, and Edythe Walter, International President. Sitting, (from left), are Joan Montgomery, International Secretary & Treasurer and Mae Parker, Vice President of District 8.



With UTU International President Charles L. Little (left) and Assistant President Byron A. Boyd, Jr. (right), is National Mediation Board Member Magdalena (Maggie) G. Jacobsen who, during a luncheon address, lauded UTU members and their leaders for their progressive and proactive approach.



Onstage and jamming along on an air-filled guitar with one of the members of the Pink Flamingos is John Locke of Local 770, Heavener, Okla. The show band, which encourages audience participation, will be appearing at the upcoming UTU Regional Meetings in Birmingham, Ala., and Minneapolis, Minn.



Among the guests attending the first UTU/UTUIA Regional Meeting of the year were retired former UTU International President Al H. Chesser and his bride, Corrine, who were wed on April 15, 2000.



With attendance figures rivaling those counted at last year's UTU/UTUIA Regional Meetings, the first of this year's three fraternal and educational meetings drew just short of 1,400 participants, setting a record for Regional Meetings held in

the western part of the country. Above, members listen as UTU International President Charles L. Little delivers his "State of the UTU" address, which inspired the crowd to respond with repeated standing ovations.

UTU strong

Continued from page 1

“Our philosophy does not include taking away one piece of the pie from one group and giving it to the other. We don’t believe in taking from pre-85 employees and giving to post-85ers. We believe in making the pie bigger for us all. We believe in saving jobs and crafts so there are more of us around to share in this bigger pie. Nobody ever thought that the rate of promotion to conductor and engineer would have shrunken into such a small time frame as it has today. Today, and let me say this very clearly, no conductor, engine foreman, engineer, or yardmaster should be subjected to entry rates. There is simply no room for paying these union members less for doing the same work in the same position.”

Railroad Retirement

“We are working in a coalition with 10 other AFL-CIO unions to enact the best changes to the Railroad Retirement System in a generation. And isn’t it strange that two rail unions that belong to the AFL-CIO – the BLE and the BMW – don’t sit at the table with the 11 other unions on this vital matter which affects the lives and futures of three million railroad workers and their families? Yet it is the UTU that sits at the table with other unions when it really counts for the membership.

“We all agree after much study and debate that we have a bill that will greatly improve Railroad Retirement for a generation to come.

“Is it a perfect bill? There is no such thing as a perfect bill on Railroad Retirement or anything else from Washington. Is it a big, big change for the better? Absolutely yes!

“While Social Security wants to increase the retirement age to 67, we can lower it to age 60 from age 62 with 30 years of service, and we can provide health coverage beginning at age 60. We can lower the vesting requirement from 10 years to five years for younger workers, and we can finally fix the widow and widower benefit to bring a full pension payment to grieving spouses.”

BLE, BMW against bill

“So, you tell me how can a rational leader of a rail union be against all of this? How can any labor leader who purports to want to help people and represent them be against helping widows?

“How can they be against lowering the retirement age for older workers, and be against reducing the vesting requirement for younger workers’ pensions? Tell me, how can any sane labor leader be against all of this?

“You know something, I’m not going to tell you why. I’m going to let other labor leaders tell you about those scoundrels who want to deny you a better Railroad Retirement.

“Let me quote: ‘We are extremely disappointed that you have chosen to spread misinformation and resort to scare tactics as part of your campaign to derail this bill. If you succeed, you will have no one but yourself and the BMW to thank for keeping the retirement age at 62 and for depriving surviving spouses of the improvements they so desperately need. We are fighting that battle, and your efforts are having the opposite effect.’ That’s what all 11 rail union presidents and executives wrote in a letter to BLE President Dubroski.

“Mind you, brothers and sisters, this is not Charlie Little, president of the UTU, talking. These are other distinguished union presidents describing the tactics and sorry ethics of the BLE and BMW leadership – the same tactics and lies and misinformation the BLE used to scuttle our unification agreement.”

Who runs BLE?

“So, we ask, why is it that, under BLE President Ed Dubroski, BLE’s Railroad Retirement policy is being made by the president of the BMW?

“So, we ask, why is it that, under BLE President Ed Dubroski, the BLE’s Railroad Retirement letters and materials are being written by BMW political operatives for him to send to Congress and post on the BLE website?

“So, we ask, is the BMW running the BLE today? Everyone in rail labor knows that answer!

“And, what are the real motives behind the BLE and BMW trying to deny widows their money, and thousands of railroaders an earlier retirement? What do Dubroski and his puppet master, BMW President Mac Fleming, plan to tell the widows if they succeed in killing this legislation? What do Dubroski and Fleming plan to tell all of the new hires, who could be vested after only five years with a railroad pension, about why they have to wait five more years? Is that what they get for cheap BLE dues? And what do Dubroski and Fleming plan to tell the thousands who will benefit from a lower retirement age?

“If there ever was one big reason why it makes real sense for operating rail employees to be represented by the UTU and the Power of One union, you need not look any further than the ego-based union politics now being played out by the marionette leaders of the BLE and BMW, and how they are trying to kill the best improvements to Railroad Retirement in a generation.”

STB merger moratorium

“You might have just heard me mention the three-letter name of that union that begins with a ‘B.’ You know, the union that elected its sixth president in 14 years by a landslide of 16 votes last summer in a suspect recall election, and which, along with the BMW, supports the dangerous scheme to merge the Burlington Northern Santa Fe and Canadian National railroads which could cost thousands of jobs and more disruptions and meltdowns. As you know, the UTU strongly opposes that merger and fully supports the STB moratorium on rail mergers. That moratorium is the right thing and it has come at the right time.”

Unification campaign

“We are committed to the Power of One for the long haul. We are committed to bringing all historical rail operating crafts under the banner of the Power of One union. That union is the UTU.

“Yes, we were disappointed in the ruling made last winter by the labor panel appointed by the National Mediation Board. That labor panel was dead wrong! But we see that ruling as only a bump in a long, long road. We will get over that bump on the Union Pacific, as well as any other bumps on all the other major railroads. We believe our appeal of the labor panel ruling has strong merit, especially since the full mediation board itself ruled in the UTU’s favor on the Tex-Mex Railroad, contradicting the labor panel’s UP decision made just 24 hours earlier, and considering the UP and Tex-Mex cases are identical.

“What’s more, the BLE then actually asked the mediation board to sanction an election on the Tex-Mex among the craft and class of train and engine service employees. So, in their own bizarre way, the BLE has said the UTU was right on the UP.

“We never said this campaign would be easy or quick. But we remain convinced that this campaign to unify the historical rail operating crafts under the Power of One union in the 21st Century is the right thing to do for railroad workers and the future of the transportation union movement. And it will be done!”

Leaving AFL-CIO

“(Former International President) Al Chesser, I want to thank you for your letter supporting the UTU’s withdrawal from the AFL-CIO. That letter was published in the May *UTU News*. Al, in your letter, you called it like you saw it, and you saw a rotten deal and told all of organized labor why the UTU had to do what we did. You know, as well as I do, that the AFL-CIO cannot afford to let itself be manipulated by a yellow dog rail union whose stated mission is to put the UTU out of business and put thousands of union workers out of work.

“And you know, as I know, that the UTU has more labor credentials and solidarity in its little finger than the BLE has in its whole body. So, let me say one more thing to the AFL-CIO. The UTU may not sit at your table today, but someday when and if reason prevails at the federation, we may want to sit there again. We are, however, sitting at the table with many unions in solidarity as we work on mutual issues of importance.”

LAMTA contract talks

“We also have another major contract that is being hotly negotiated right now. General Chairperson James Williams and his team are engaged in tough talks with the Los Angeles County Metropolitan Transportation Authority, known as the MTA. Jim, you know that the International stands with you 100% in your talks with the MTA. We know that the MTA has talked about cutting high costs and creating transit zones, among other issues. We know you are asking for what is fair and right for our members.

“And you know that the International is ready to provide whatever assistance you may need to deliver the best possible contract to your members. And you know, as everyone in Los Angeles and Washington knows, that the Democrats will be gathering in the City of Angels this summer for their convention. The world will be watching! Jim, we believe you will deliver a strong contract that preserves and protects the interests of our members.”

Cramdown deal

“When rail labor and the AFL-CIO failed to negotiate a deal to end ‘cramdown,’ the UTU stepped up to the plate and inked an historic deal to end ‘cramdown’ in future rail mergers. In fact, many rail experts are calling our cramdown deal a template for a final settlement. The UTU negotiated a cramdown deal that gives us – not the carriers – the right to pick which contract applies.

“No longer will an inferior contract be shoved down our throats. And all of the railroads belonging to the National Carriers Conference Committee – and that includes the Union Pacific, Burlington Northern Santa Fe, Norfolk Southern, CSX, and Kansas City Southern – have agreed to abide by it until Congress passes it into law when the other unions wise up and sign on.”

The Power of One

“You have heard a lot about the Power of One since you’ve arrived here, and you will hear a lot more before you leave. It’s the theme of our summer Regional Meetings. And I’m sure you’ve seen our large posters over the last six months in the middle of the *UTU News*.

“So, what is the Power of One? That’s simple. It’s the power within each of you, and it’s the power in all of us banding together in solidarity, and working together under the banner of one dominant transportation union. It’s the power all of you bring to the UTU that allows us to offer you more than all other transportation unions.”

(The complete text of President Little’s speech can be read or viewed on the UTU website, www.utu.org.)

Voices:

What issues do women face in the transportation industry?



Margie Wagenaar
L-1701, Vancouver, B.C.

"I'm secretary of my local, and a traffic coordinator (yardmaster) with CN Rail who hired on in February 1991. On the whole, I think we have the same issues as men, perhaps with a different focus. The maternity issue needs to be addressed within the collective agreement, and I think we need to address ergonomics. We're built differently and our areas of strength differ. Women are more high-profile in our jobs because there are fewer of us, but in terms of intimidation and harassment, it's far less than it was. The women who came through before I did corrected many problems."



Bonnie Morr
L-23, Santa Cruz, Cal.

"I've been a bus operator for 18 years, the last 12 of them with the Santa Cruz Metropolitan Transportation District. I'm also a vice chairperson and legislative representative. We have about 170 drivers, and about 30% are female. This being a male-dominated profession, the tone or atmosphere that prevails is not always the most comfortable for women. Driving late at night can present some difficult issues, and the nature of shift work can affect my ability to be a mom and a wife. The equipment can be an issue. Most seats are built for the average 5'10" man."



Julie Watson
L-492, Roseville, Cal.

"I'm a Union Pacific conductor in Roseville, Cal., and in 1978 I was among the first women who hired out. The issue that has been around forever has been one of always standing out, whether I want to or not. There are around 130 trainmen there, and I'm the only woman now in Roseville. I'm always aware that if I don't do my job as well, people will notice more, consequently, I always try to do my best. Even though I've been around 22 years, there are still times I feel I need to prove myself. There were more women in the industry in the late 1970s, and I miss the camaraderie we had."



Kelly D. Hoolehan
L-1977, Seattle, Wash.

"I began my rail career in 1992. I'm a BNSF yardmaster, and I'm vice president of my local. I think child care is one of the biggest issues for women. Because the job can make demands on you 24 hours a day, seven days a week, traditional daycare approaches don't work. I have a five-year-old and a nine-year-old, and luckily, my roommate could watch my kids. For a long time, there was no dedicated ladies' rest room, and at one facility where I work, I still have to take a long walk to get to a rest room. But I've been treated well by the guys in the UTU."

FELA Update

The United States Supreme Court held recently, in a case called *Norfolk Southern v. Shanklin*, that the **railroad did not have an obligation to provide improved highway-railroad grade crossing warnings and protection other than that required by the minimum federal standards.**

This case did not involve the FELA. However, it may prevent railroad employees injured on the job in a collision at a railroad crossing from arguing that the railroad should have provided increased grade crossing warning and protection.

The FELA requires that a railroad must provide its employees with a safe place to work, and the *Shanklin* case does not have a direct impact on that principle of law. Therefore, it would not prevent an injured employee from arguing, for example, that a crossing was obstructed by other rail cars, vegetation or other objects which interfered with vision at a crossing.

We thank Designated Legal Counsel Lawrence M. Mann for calling our attention to this case.

Monte Bricker, coordinator
Designated Legal Counsel Program
(888) 241-7076 toll-free
montebricker@aol.com

TPEL HONOR ROLL

Individuals who have begun contributing to TPEL or increased their donations to \$100 or more per year during May 2000.

Name	Local	City	Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)			GOLD CLUB (\$100 OR MORE PER YEAR)					
Letbetter, Tom R.	1886	Houston, TX	Lynn, Jack G.	5	Kansas City, MO	Duvall Jr., Phillip E.	951	Sheridan, WY
Payne, George	1892	Houston, TX	*Robinson, Wesley A.	5	Kansas City, MO	Koltiska, James M.	951	Sheridan, WY
*Thompson, Ann Lathe	R	Schulenburg, TX	Smith, William R.	5	Kansas City, MO	Brothers, Robert J.	1007	Syracuse, NY
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			Aalbers Jr., Richard J.	17	Marshalltown, IA	Anderson, James W.	1031	Savannah, GA
Volk, Christopher D.	258	Savanna, IL	Cannon Jr., William J.	48	Norfolk, VA	Patton Jr., Ernest T.	1031	Savannah, GA
Holman, Lloyd R.	453	Clinton, IL	Cyrus, Donald L.	48	Norfolk, VA	Thompson Jr. R.T.	1031	Savannah, GA
Huschka, Joseph L.	486	Glendive, MT	Green Jr., Harvey A.	48	Norfolk, VA	*Lyon, Robert J.	1059	Minot, ND
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			Walsh, James K.	48	Norfolk, VA	Boice, Brent C.	1081	Glendale, AZ
Omans, Darrell R.	168	Chicago, IL	Anderson, Arthur D.	281	Milwaukee, WI	*Frizzel, John C.	1081	Glendale, AZ
Dwyer, Timothy D.	171	Aurora, IL	Braswell, Wesley A.	281	Milwaukee, WI	McDaniel, Harold L.	1081	Glendale, AZ
Linroth, Ralph W.	195	Galesburg, IL	Miller, Burdell G.	281	Milwaukee, WI	Bartch III, Donald B.	1129	Raleigh, NC
Kavanaugh, Edward J.	198	Peoria, IL	Pasowicz, Lori A.	281	Milwaukee, WI	Bojorques Jr., Anthony	1241	Richmond, CA
Guy III, Robert W.	234	Bloomington, IL	Rankin, Thomas H.	281	Milwaukee, WI	Conner, Jere F.	1245	Atlanta, GA
Jamroz, Daniel T.	367	Omaha, NE	Mahlman, Gary P.	446	Cheyenne, WY	Williams, Turner L.	1263	Valdosta, GA
Parsons, Ronald E.	528	Chicago, IL	Armenta, Clifford	489	San Antonio, TX	Greene Jr., Ronald G.	1289	Tulsa, OK
McDonough, Dennis L.	577	Northlake, IL	Ellis, Roger E.	489	San Antonio, TX	Patnode, Jason P.	1293	Altoona, WI
Doyle, Mark F.	597	Des Plaines, IL	Garza, Leon	489	San Antonio, TX	Vig, Steven R.	1293	Altoona, WI
McCarthy III, John E.	653	Blue Island, IL	Herchek, W.C.	489	San Antonio, TX	Kerr, Paul E.	1365	Youngstown, OH
Shively, Jeffrey D.	768	Decatur, IL	Leyva Jr., Ruben O.	489	San Antonio, TX	*Williamson, W. J.	1375	Philadelphia, PA
O'Connell, Daniel J.	800	Jersey City, NJ	Barrett, Cody J.	490	Princeton, IN	Barriga, John D.	1376	Columbus, OH
Foster, Jeffrey D.	854	Portsmouth, VA	Burroughs Jr., Willis F.	492	Sacramento, CA	Beatty II, Albert W.	1376	Columbus, OH
Homan, James C.	1003	Kankakee, IL	Beal, Daniel W.	528	Chicago, IL	Braun, Alfred C.	1376	Columbus, OH
Ramirez, Lisa M.	1202	Ft. Wayne, IN	*Williams, Charles E.	535	Macon, GA	Colegrove, Chad B.	1376	Columbus, OH
Finley, Russell P.	1245	Atlanta, GA	Smith Jr., John B.	559	Roanoke, VA	Hockman, David W.	1376	Columbus, OH
O'Brien, John D.	1290	Chicago, IL	Collins, Roger E.	582	Stevens Pt., WI	O'Connor, Timothy M.	1376	Columbus, OH
Booth Jr., Willard A.	1299	Chicago, IL	Elder, Robert B.	582	Stevens Pt., WI	Seitzinger, Richard J.	1376	Columbus, OH
Melican, William R.	1402	Dupo, IL	Landowski, Terence	582	Stevens Pt., WI	Thompson, Terry J.	1376	Columbus, OH
Pastore, Joseph C.	1421	Franklin Park, IL	Schommer Jr., K.A.	582	Stevens Pt., WI	Wolford Jr., John T.	1376	Columbus, OH
Walck, Edward A.	1423	Galesburg, IL	Sipla, Gregory O.	582	Stevens Pt., WI	Dwight, Jerald B.	1399	Terre Haute, IN
Jankowski, Bruce P.	1433	Elmwood Park, IL	White, Kirk A.	582	Stevens Pt., WI	Jeanneret, Robert J.	1399	Terre Haute, IN
Martz, Dennis G.	1538	Chicago, IL	Beck, George T.	620	Chicago, IL	Pence, Ralph A.	1399	Terre Haute, IN
Ross Sr., Richard J.	1895	Chicago, IL	Bevins, Rodney D.	630	Ashland, KY	Soncrant, Paul W.	1399	Terre Haute, IN
DIAMOND CLUB (\$300 OR MORE PER YEAR)			Potter, William P.	768	Decatur, IL	Vicars, Joseph B.	1399	Terre Haute, IN
Sullivan, Michael J.	281	Milwaukee, WI	Arcady, Pete A.	792	Cleveland, OH	Seroka Jr., Joseph M.	1494	Chicago, IL
Switzer, Bobby L.	363	Roanoke, VA	Busher, Thomas J.	792	Cleveland, OH	Wirth, John F.	1494	Chicago, IL
Widner, Bryan C.	489	San Antonio, TX	Davidson, Matthew L.	792	Cleveland, OH	Bosniack Jr., Steve A.	1597	Chicago, IL
McElley, Edward D.	500	Grand Junction, CO	Howard, Ralph G.	807	Tucson, AZ	Votteler, Christopher	1597	Chicago, IL
Minton, Jeffery J.	582	Stevens Pt., WI	Barker, Jerry O.	823	Big Spring, TX	Coughlin, Edward A.	1762	Flint, MI
Bourland, Robert W.	756	San Antonio, TX	*Golden, Homer R.	847	Birmingham, AL	Pillen, Darrell A.	1762	Flint, MI
Fields, Christie L.	1083	Villa Grove, IL	Jones Jr., Ralph W.	857	San Antonio, TX	Gonzalez, Ruben A.	1770	Los Angeles, CA
Schmitt, Lynn F.	1136	Sterling, CO	Smith, Mark L.	857	San Antonio, TX	Drake Jr., Albert D.	1972	Birmingham, AL
Harness, Dennis M.	1399	Terre Haute, IN	Wilson Jr., Frederick	942	Florence, SC	Hess, Brian C.	1973	Chicago, IL
			Christiansen, William F.	951	Sheridan, WY			

* = Retired Member

Senior News



Active and retired railroaders interested in gaining museum space in Altoona, Pa., include (front, from left) F.A. D'Amico, R. Swope, R. Kratz, Penn. State Legislative Director D. Dunlevy, Penn. State Legislative Board Secretary C.E. Wehr, P. Barton and C.M. Chestney; (back, from left) F. Ellis, J.D. Ickes, B. Donald, L. Cardone, T.C. Quarry, F.A. Gerhart, W.E. Chestney, J.A. McCartney and R.J. Voltz.

PRR retirees angle for museum space

The Pennsylvania Railroad (PRR) shops in Altoona, Pa., once employed about 17,000 people. And for retirees such as **Fred Ellis** and the members of the PRR Middle Division Transportation Committee, that's the problem.

"An old rail office here has been renovated into a museum, and it's 99% about the shops," said Ellis of Local 309, Altoona, Pa. "But we feel the conductors, brakemen and other operating employees were the backbone of the railroad."

Ellis and the committee approached the museum with their concerns, and officials tentatively agreed to make space available for an exhibit telling the story of the Altoona Classification Yard and operations on the Middle and Pittsburgh Divisions. Not only that, but the museum wants to present a video of operating employees telling their stories for future generations.

Though good news to the retirees, who meet around 7 p.m. on the first and fourth Thursdays of the month at the Bavarian Hall in Altoona, the real challenge lies ahead.

"We placed an ad in the newspaper noting our goal and asking for help in collecting artifacts," Ellis said, "but the museum says we need to raise about \$20,000 for the video."

Ellis runs a store in Altoona ("Freddie's New & Used") that includes a lot of rail-related collectibles, and he knows an auctioneer that will help sell items to raise a portion of the needed funds, but contributions are needed.

For information, contact Ellis at 1912 Eighth Ave., Altoona, PA 16602, or call him at (814) 941-2550.

Clinton reappoints Speakman, Kever to Rail Retirement Board

President Clinton has re-appointed V.M. "Butch" Speakman as labor member and Jerome F. Kever as carrier member of the three-member U.S. Railroad Retirement Board (RRB).

Both appointments have been confirmed by the U.S. Senate.

Speakman, first appointed to the RRB by President Bush on the recommendation of the Railway Labor Executives' Association (RLEA) in 1992, was re-appointed to a second term in 1995. His new term of office will run through August 2004, the RRB said.

Kever was first appointed by President Bush on the recommendations of the Association of American Railroads and the American Short Line Railroad Association in 1992, and was re-appointed to a second term of office in 1995. His new term will run through August 2003, the RRB said.

The RRB's chairperson, Cheryl T. Thomas, was appointed by President Clinton in 1998, and continues to serve a term of office through August 2002.

Prior to his RRB appointment, Speakman had been president of the Brotherhood of Railroad Signalmen (BRS) since 1987. He also served as vice chairman of the RLEA, chairman of the RLEA's Committee on Railroad Retirement, and as secretary/treasurer of the Transportation Trades Department of the AFL-CIO.

Other BRS posts held by Speakman were vice president, 1985-87; director of research, 1984-85; grand lodge representative, 1979-84; and local lodge chairman, 1977-79.

Speakman began his rail career as a signalman and foreman on the Penn Central Railroad. A veteran, he served with the U.S. Air Force in Vietnam.

R.R. Bryant, J.L. Scanlan pass away

Retired former UTU Assistant President Robert R. "Bob" Bryant passed away June 1 at age 79, while retired former Boston & Maine Railroad (B&M) General Chairperson John L. Scanlan, 88, passed away on May 23.

Brother Bryant began his career on the Texas & New Orleans Railroad as a locomotive fireman in 1941, and three years later was promoted to engineer. He joined Lodge 135 of the Brotherhood of Locomotive Firemen & Enginemen (BLF&E) in El Paso, Tex. (now UTU Local 1918), and became active in union affairs, winning election in 1954 as legislative representative of Texas. He chaired the Texas State Legislative Board from 1954 to 1962.

At the 1959 BLF&E convention, Bryant was elected alternate general secretary and treasurer (GS&T), and became GS&T in 1962, serving in that capacity until the formation of the UTU in 1969.

Bryant served as a member of the 40-person unification committee that drafted the merger plan creating the UTU, and served as UTU assistant GS&T until 1974, when he was elected by the UTU board of directors to

fill a vacancy as assistant president. He was elected to the post at the 1975 UTU convention, and remained in that position until he retired in 1986.



R.R. Bryant

Active in the Texas and the National Fraternal Congress of America (NFCA), Bryant was elected to the board of directors, and in 1970 was elected NFCA president, representing approximately 100 fraternal benefit societies.

A member of the U.S. Army Signal Corps in 1946-47, and a 56-year member of the Ancient Free & Accepted Masons and Shrine, Bryant is survived by his wife of 58 years, Barbara, two sons, and three grandchildren.

Brother Scanlan, a member of Local 254 in Fitchburg, Mass., began his rail career as a Boston & Maine yard helper and brakeman in 1938, and joined Lodge 909 of the Brotherhood of Railroad Trainmen (BRT) in Boston, Mass.

Holding a variety of local offices through the years, Scanlan became general chairperson in 1954, and retained that post until his retirement in December 1977.

Scanlan is survived by his wife, Marie Ann, a daughter, and a son.

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
1	Semple, Edward S.	Buffalo, NY	298	Junk, Charles E.	Cape Coral, FL	792	Graves, Robert C.	Parma, OH	1558	Gurth, Jr., Joseph H.	Emerson, NJ
60	Gibb, Walter	Toms River, NJ	300	Beswick, Robert S.	Quakertown, PA	924	Fitts, Tandy W.	Rocky Mt., NC	1597	Douglas, Oliver G.	Crown Point, IN
60	Mugavero, Phillip A.	Phillipsburg, NJ	322	Zimmerman, L.D.	Green Bay, WI	951	Graham, Robert J.	W. Covina, CA	1823	Hartman, J.F.	Richmond Hts., MO
107	Allan, William S.	Hamilton, ON	330	Messersmith, Sam	Jonesboro, AR	1361	Geisler, George R.	Millerton, NY	1918	Bryant, Robert R.	Bay Village, OH
113	Echols, Sr., William R.	Phoenix, AZ	339	Knight, Morris A.	Haleyville, AL	1365	Russell, Thomas K.	Hubbard, OH	1502	Watson, John A.	Wildwood, FL
166	Cleverly, William G.	Ogden, UT	404	Collins, Harold A.	Newark, OH	1375	Gildea, Douglas H.	Hatfield, PA	1697	Wilson, Don	Albuquerque, NM
225	Meyer, Richard E.	Bellevue, OH	404	Dick, James E.	Mansfield, OH	1376	Manor, Jack S.	Beech Grove, IN			
228	Rooney, Arthur J.	Dubuque, IA	432	Rider, Richard C.	Bokeelia, FL	1393	Keegan, James L.	Bonita Springs, FL			
254	Scanlan, John L.	Melrose, MA	440	Pastore, Jr., D.J.	Cincinnati, OH	1418	Fritz, Robert A.	E. Liverpool, OH			
292	Hart, Raymond A.	Shelby, NC	730	Steiner, H.A.	Great Falls, MT	1517	Boone, Donald C.	Florence, KY			

NOTE: Erroneously included in this listing last month was Daniel W. Sanford of Local 1570, Roseville, Cal., who is alive and well.



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 \$60. 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.

July 10-12, 2000 Sheraton Hotel 2101 Civic Center Blvd. Birmingham, AL 35203

Telephone: (205) 324-5000
Toll-free reservations: (800) 325-3535
Advance registration deadline: June 30, 2000
UTU room rate: \$99 single/double; \$105 triple/quadruple if still available; otherwise, prevailing rate
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

Telephone: (612) 397-4999
Toll-free reservations: (800) 445-8667
Reservation code: UTU Regional Meeting
Advance registration deadline: August 18, 2000
Room rate: \$119 single/double; additional person \$20
Room 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.

Birmingham, Ala., golf outing

Date: Sunday, July 9, 2000; *registration available on site*
Place: Oxmoor Valley, Birmingham, Ala.
Tee-off: 8 a.m. shotgun start; transportation departs the host hotel at 6:30 a.m.



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; transportation departs the host hotel at 6 a.m.

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?
 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?
 Birmingham Minneapolis

Name _____

Name of Member _____ Local _____

Relationship to member _____

Golf Registration Form

Which golf outing will you be attending?
 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.

New VISA® card now available

The new UTU VISA cards issued by National City Bank are now available to UTU members, family and friends. UTU members have a choice of two different financial options* which offer great savings.

UTU PRIME RATE VISA PLATINUM AND CLASSIC VISA

- Introductory 3.9% annual percentage rate (APR) for the first six billing cycles; thereafter, the Prime Rate, currently 9.5%
- At least a 25-day grace period on purchases
- \$35 annual fee for VISA Platinum; \$25 annual fee for Classic VISA



UTU NO ANNUAL FEE VISA PLATINUM AND CLASSIC VISA

- Introductory 3.9% APR for the first six billing cycles, thereafter, the Prime Rate plus 4.9%, currently 14.4%
- At least a 25-day grace period on purchases

ADDITIONAL VISA PLATINUM BENEFITS

- \$250,000 travel accident insurance
- automatic rental car insurance
- global emergency travel assistance services

All UTU cards have a special Internet e-commerce rebate program that lets members earn rebates from 5% to 20% on purchases made through the PrimeCard e-commerce website.

Rebates will be automatically received on the VISA statement for purchases from more than 500 merchants like Land's End, Barnes & Noble, The Gap, Hardware.com, CarParts.com and The Sharper Image.

One-half of one percent of all purchases go to support UTU education and training efforts.

To apply by phone, call 1-800-992-8124, 24 hours a day, seven days a week.

*The information about the costs of the cards described is accurate as of 5/31/00. The introductory 3.9% APR is valid for the first six billing cycles on purchases and balance transfers. Thereafter, the APR for purchases and balance transfers will be variable, currently 9.5% for Prime Rate VISA and 14.4% for No Annual Fee VISA. The variable cash advance APR is currently 9.5% for Prime Rate VISA and 14.4% for No Annual Fee VISA. If you miss two consecutive payments, the default APR is the higher of 22.9% or a variable rate of Prime + 14.65%, currently 24.15%. Cash advance fee: 3% of advance amount, \$5 minimum. Cash equivalent item fee: 3% of advance amount, \$10 minimum. Minimum finance charge: \$.50 in any month a finance charge is imposed. There is at least a 25-day grace period on purchases if the balance is paid in full monthly.



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Complete this coupon for more information or call us toll-free at 1-800-558-8842 for the name and telephone number of your UTUIA representative.

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Complete and mail to: UTUIA Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250

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UTU Rate Tables

EFFECTIVE JULY 1, 2000

In this special four-page insert of the July 2000 edition of the *UTU News* you will find rate tables, effective July 1, 2000, resulting from the application of a 15-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairperson if you have questions on these rates of pay.

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

LOCOMOTIVE ENGINEERS (MOTORMEN) - PASSENGER SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 80,000	\$139.16	103.70¢
80,000 AND LESS THAN 100,000	\$139.16	103.70¢
100,000 AND LESS THAN 140,000	\$139.25	103.79¢
140,000 AND LESS THAN 170,000	\$139.33	103.87¢
170,000 AND LESS THAN 200,000	\$139.42	103.96¢
200,000 AND LESS THAN 250,000	\$139.51	104.05¢
250,000 AND LESS THAN 300,000	\$139.59	104.13¢
300,000 AND LESS THAN 350,000	\$139.68	104.22¢
350,000 AND LESS THAN 400,000	\$139.76	104.30¢
400,000 AND LESS THAN 450,000	\$139.85	104.39¢
450,000 AND LESS THAN 500,000	\$139.94	104.48¢
500,000 AND LESS THAN 550,000	\$140.02	104.56¢
550,000 AND LESS THAN 600,000	\$140.11	104.65¢
600,000 AND LESS THAN 650,000	\$140.19	104.73¢
650,000 AND LESS THAN 700,000	\$140.28	104.82¢
700,000 AND LESS THAN 750,000	\$140.36	104.90¢
750,000 AND LESS THAN 800,000	\$140.45	104.99¢
800,000 AND LESS THAN 850,000	\$140.53	105.07¢
850,000 AND LESS THAN 900,000	\$140.62	105.16¢
900,000 AND LESS THAN 950,000	\$140.70	105.24¢
950,000 AND LESS THAN 1,000,000	\$140.79	105.33¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF -		
ADD ALTERNATELY:	\$.08	.08¢
	& \$.09	.09¢
MOTOR OR ELECTRIC CARS IN MULTIPLE OR SINGLE UNIT	\$139.42	103.96¢
DAILY EARNINGS MINIMUM	\$140.68	

DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (SUCH DIFFERENTIAL TO BE APPLIED IN SAME MANNER AS THE LOCAL FREIGHT DIFFERENTIAL).

Yardmaster rates of pay also will increase on July 1, 2000. Yardmasters should contact their general chairperson for the exact formula.



STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

LOCOMOTIVE ENGINEERS (MOTORMEN) - THROUGH FREIGHT SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 140,000	\$149.85	111.30¢
140,000 AND LESS THAN 200,000	\$150.28	111.73¢
200,000 AND LESS THAN 250,000	\$150.45	111.90¢
250,000 AND LESS THAN 300,000	\$150.60	112.05¢
300,000 AND LESS THAN 350,000	\$150.75	112.20¢
350,000 AND LESS THAN 400,000	\$150.96	112.41¢
400,000 AND LESS THAN 450,000	\$151.17	112.62¢
450,000 AND LESS THAN 500,000	\$151.38	112.83¢
500,000 AND LESS THAN 550,000	\$151.59	113.04¢
550,000 AND LESS THAN 600,000	\$151.77	113.22¢
600,000 AND LESS THAN 650,000	\$151.95	113.40¢
650,000 AND LESS THAN 700,000	\$152.13	113.58¢
700,000 AND LESS THAN 750,000	\$152.31	113.76¢
750,000 AND LESS THAN 800,000	\$152.49	113.94¢
800,000 AND LESS THAN 850,000	\$152.67	114.12¢
850,000 AND LESS THAN 900,000	\$152.85	114.30¢
900,000 AND LESS THAN 950,000	\$153.03	114.48¢
950,000 AND LESS THAN 1,000,000	\$153.21	114.66¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.18	.18¢
DAILY EARNINGS MINIMUM	\$151.36	
ARTICLE III(B) OF AGREEMENT OF OCTOBER 14, 1955		

DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (IN ADDITION TO THE LOCAL FREIGHT DIFFERENTIAL IF APPLICABLE).

STANDARD BASIC DAILY RATES OF PAY AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

LOCOMOTIVE ENGINEERS (MOTORMEN) - YARD SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY RATES	
	6 OR 7 DAY WORK WEEK	5 DAY WORK WEEK
LESS THAN 500,000	\$146.38	\$159.90
500,000 AND LESS THAN 550,000	\$146.59	\$160.15
550,000 AND LESS THAN 600,000	\$146.77	\$160.37
600,000 AND LESS THAN 650,000	\$146.95	\$160.58
650,000 AND LESS THAN 700,000	\$147.13	\$160.80
700,000 AND LESS THAN 750,000	\$147.31	\$161.02
750,000 AND LESS THAN 800,000	\$147.49	\$161.23
800,000 AND LESS THAN 850,000	\$147.67	\$161.45
850,000 AND LESS THAN 900,000	\$147.85	\$161.66
900,000 AND LESS THAN 950,000	\$148.03	\$161.88
950,000 AND LESS THAN 1,000,000	\$148.21	\$162.10
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.18	\$.215

DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY WILL BE ADDED TO THE ABOVE RATES.

UTU RATE TABLES, EF

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

LOCOMOTIVE FIREMEN (HELPERS) - PASSENGER SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 80,000	\$130.12	97.69¢
80,000 AND LESS THAN 100,000	\$130.21	97.78¢
100,000 AND LESS THAN 140,000	\$130.29	97.86¢
140,000 AND LESS THAN 170,000	\$130.47	98.04¢
170,000 AND LESS THAN 200,000	\$130.55	98.12¢
200,000 AND LESS THAN 250,000	\$130.64	98.21¢
250,000 AND LESS THAN 300,000	\$130.64	98.21¢
300,000 AND LESS THAN 350,000	\$130.72	98.29¢
350,000 AND LESS THAN 400,000	\$130.81	98.38¢
400,000 AND LESS THAN 450,000	\$130.90	98.47¢
450,000 AND LESS THAN 500,000	\$130.98	98.55¢
500,000 AND LESS THAN 550,000	\$131.07	98.64¢
550,000 AND LESS THAN 600,000	\$131.15	98.72¢
600,000 AND LESS THAN 650,000	\$131.23	98.80¢
650,000 AND LESS THAN 700,000	\$131.31	98.88¢
700,000 AND LESS THAN 750,000	\$131.39	98.96¢
750,000 AND LESS THAN 800,000	\$131.47	99.04¢
800,000 AND LESS THAN 850,000	\$131.55	99.12¢
850,000 AND LESS THAN 900,000	\$131.63	99.20¢
900,000 AND LESS THAN 950,000	\$131.71	99.28¢
950,000 AND LESS THAN 1,000,000	\$131.79	99.36¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.08	.08¢
DAILY EARNINGS MINIMUM	\$131.46	

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

LOCOMOTIVE FIREMEN (HELPERS) - THROUGH FREIGHT SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 140,000	\$137.10	102.53¢
140,000 AND LESS THAN 200,000	\$137.45	102.88¢
200,000 AND LESS THAN 250,000	\$137.62	103.05¢
250,000 AND LESS THAN 300,000	\$137.79	103.22¢
300,000 AND LESS THAN 350,000	\$138.06	103.49¢
350,000 AND LESS THAN 400,000	\$138.14	103.57¢
400,000 AND LESS THAN 450,000	\$138.30	103.73¢
450,000 AND LESS THAN 500,000	\$138.46	103.89¢
500,000 AND LESS THAN 550,000	\$138.62	104.05¢
550,000 AND LESS THAN 600,000	\$138.78	104.21¢
600,000 AND LESS THAN 650,000	\$138.94	104.37¢
650,000 AND LESS THAN 700,000	\$139.10	104.53¢
700,000 AND LESS THAN 750,000	\$139.26	104.69¢
750,000 AND LESS THAN 800,000	\$139.42	104.85¢
800,000 AND LESS THAN 850,000	\$139.58	105.01¢
850,000 AND LESS THAN 900,000	\$139.74	105.17¢
900,000 AND LESS THAN 950,000	\$139.90	105.33¢
950,000 AND LESS THAN 1,000,000	\$140.06	105.49¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD	\$.16	.16¢
DAILY EARNINGS MINIMUM	\$138.52	
ESTABLISHED BY ARTICLE III(B) OF AGREEMENT OF OCT. 27, 1955		

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

**LOCOMOTIVE FIREMEN IN SHORT LOCAL FREIGHT SERVICE
ON RUNS OF 100 MILES OR LESS WHICH ARE THEREFORE PAID
ON A DAILY BASIS WITHOUT A MILEAGE COMPONENT**

RATES ARE CALCULATED BY SUBTRACTING THE STANDARD LOCAL
FREIGHT DIFFERENTIAL OF 43 CENTS PER BASIC DAY FROM THE
SHORT LOCAL STANDARD BASIC DAILY RATES OF PAY ESTABLISHED
UNDER ARTICLE II(C) OF THE SEPTEMBER 14, 1968, AGREEMENT,
ADDING ALL SUBSEQUENT GENERAL WAGE INCREASES AND COST-OF-
LIVING ADJUSTMENTS, AND THEN ADDING THE STANDARD LOCAL
FREIGHT DIFFERENTIAL OF 43 CENTS PER BASIC DAY.

WEIGHT ON DRIVERS (POUNDS)	STANDARD DAILY RATES
LESS THAN 140,000	\$138.72
140,000 AND LESS THAN 200,000	\$139.07
200,000 AND LESS THAN 250,000	\$139.24
250,000 AND LESS THAN 300,000	\$139.41
300,000 AND LESS THAN 350,000	\$139.68
350,000 AND LESS THAN 400,000	\$139.76
400,000 AND LESS THAN 450,000	\$139.92
450,000 AND LESS THAN 500,000	\$140.08
500,000 AND LESS THAN 550,000	\$140.24
550,000 AND LESS THAN 600,000	\$140.40
600,000 AND LESS THAN 650,000	\$140.56
650,000 AND LESS THAN 700,000	\$140.72
700,000 AND LESS THAN 750,000	\$140.88
750,000 AND LESS THAN 800,000	\$141.04
800,000 AND LESS THAN 850,000	\$141.20
850,000 AND LESS THAN 900,000	\$141.36
900,000 AND LESS THAN 950,000	\$141.52
950,000 AND LESS THAN 1,000,000	\$141.68
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.16

**LOCOMOTIVE FIREMEN (HELPERS) - YARD SERVICE,
AND HOSTLER AND HOSTLER HELPERS**

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY RATES	
	6 OR 7 DAY WORK WEEK	5 DAY WORK WEEK
LESS THAN 500,000	\$136.29	\$146.28
500,000 AND LESS THAN 550,000	\$136.45	\$146.47
550,000 AND LESS THAN 600,000	\$136.61	\$146.66
600,000 AND LESS THAN 650,000	\$136.77	\$146.85
650,000 AND LESS THAN 700,000	\$136.93	\$147.04
700,000 AND LESS THAN 750,000	\$137.09	\$147.24
750,000 AND LESS THAN 800,000	\$137.25	\$147.43
800,000 AND LESS THAN 850,000	\$137.41	\$147.62
850,000 AND LESS THAN 900,000	\$137.57	\$147.81
900,000 AND LESS THAN 950,000	\$137.73	\$148.00
950,000 AND LESS THAN 1,000,000	\$137.89	\$148.20
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.16	\$.19
HOSTLING SERVICE		
OUTSIDE HOSTLER	\$135.83	\$145.89
INSIDE HOSTLER	\$133.52	\$143.05
OUTSIDE HOSTLER HELPER	\$131.42	\$140.36

In this special four-page insert of the Journal, you will find rate tables, effective July 1, 2000, reflecting a 15-cent-per-hour cost-of-living adjustment. Contact the Award of Arbitration Board No. 55 for a representative person if you have questions on these tables.

EFFECTIVE JULY 1, 2000

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

**CONDUCTORS AND TRAINMEN -
PASSENGER AND THROUGH FREIGHT SERVICE**

DAILY RATES MILEAGE RATES

UNDER AGREEMENTS HELD BY FORMER:

ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION
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PASSENGER CONDUCTORS AND TRAINMEN

	DAILY RATES		MILEAGE RATES FOR MILES IN EXCESS OF THE BASIC DAY	
CONDUCTORS	\$139.72	\$139.63	69.64¢	69.57¢
ASST. CONDUCTORS/ TICKET COLLECTORS	\$131.55	\$131.41	66.06¢	65.97¢
BRAKEMEN AND FLAGMEN	\$128.70	\$128.52	64.57¢	64.52¢
TRAIN BAGGAGEMEN	\$129.29	\$129.12	64.92¢	64.83¢

THROUGH FREIGHT CONDUCTORS

	DAILY RATES		MILEAGE RATES FOR MILES IN EXCESS OF THE BASIC DAY	
BASIC RATES	\$137.13	\$137.00	102.59¢	102.42¢

RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955:

LESS THAN 81 CARS	\$137.48	\$137.35	102.94¢	102.77¢
81 TO 105 CARS	\$138.13	\$138.00	103.59¢	103.42¢
106 TO 125 CARS	\$138.53	\$138.40	103.99¢	103.82¢
126 TO 145 CARS	\$138.78	\$138.65	104.24¢	104.07¢
146 TO 165 CARS	\$138.88	\$138.75	104.34¢	104.17¢
166 CARS AND OVER	*	*	**	**

THROUGH FREIGHT BRAKEMEN AND FLAGMEN

	DAILY RATES		MILEAGE RATES FOR MILES IN EXCESS OF THE BASIC DAY	
BASIC RATES	\$128.49	\$128.35	96.74¢	96.61¢

RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955:

LESS THAN 81 CARS	\$128.84	\$128.70	97.09¢	96.96¢
81 TO 105 CARS	\$129.49	\$129.35	97.74¢	97.61¢
106 TO 125 CARS	\$129.89	\$129.75	98.14¢	98.01¢
126 TO 145 CARS	\$130.14	\$130.00	98.39¢	98.26¢
146 TO 165 CARS	\$130.24	\$130.10	98.49¢	98.36¢
166 CARS AND OVER	*	*	**	**

* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR
PORTION THEREOF
** ADD 0.20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR
PORTION THEREOF

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

**CONDUCTORS AND TRAINMEN -
LOCAL FREIGHT SERVICE AND YARD SERVICE**

DAILY RATES MILEAGE RATES

FOR MILES IN
EXCESS OF 100

UNDER AGREEMENTS HELD BY FORMER:

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

BASIC RATES	\$137.69	\$137.56	104.46¢	104.29¢
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 16, 1955:

LESS THAN 81 CARS	\$138.04	\$137.91	104.81¢	104.64¢
81 TO 105 CARS	\$138.69	\$138.56	105.46¢	105.29¢
106 TO 125 CARS	\$139.09	\$138.96	105.86¢	105.69¢
126 TO 145 CARS	\$139.34	\$139.21	106.11¢	105.94¢
146 TO 165 CARS	\$139.44	\$139.31	106.21¢	106.04¢
166 CARS AND OVER	*	*	**	**

LOCAL FREIGHT BRAKEMEN AND FLAGMEN

BASIC RATES	\$128.92	\$128.78	98.48¢	98.35¢
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955:

LESS THAN 81 CARS	\$129.27	\$129.13	98.83¢	98.70¢
81 TO 105 CARS	\$129.92	\$129.78	99.48¢	99.35¢
106 TO 125 CARS	\$130.32	\$130.18	99.88¢	99.75¢
126 TO 145 CARS	\$130.57	\$130.43	100.13¢	100.00¢
146 TO 165 CARS	\$130.67	\$130.53	100.23¢	100.10¢
166 CARS AND OVER	*	*	**	**

* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR
PORTION THEREOF
** ADD 0.20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR
PORTION THEREOF

MINIMUM DAILY EARNINGS:

CONDUCTORS	\$138.39	\$138.25
BRAKEMEN-FLAGMEN	\$129.62	\$129.48

ESTABLISHED BY ARTICLE II(B) OF ORC&B AGREEMENT OF
DECEMBER 21, 1955, AND BY ARTICLE II(B) OF BRT AGREEMENT
OF OCTOBER 4, 1955, SUPPLEMENTED DECEMBER 21, 1955.

FIVE DAY YARD SERVICE

OCCUPATION	DAILY RATE
YARD CONDUCTORS (FOREMEN)	\$154.03
YARD BRAKEMEN (HELPERS)	\$147.64
SWITCHTENDERS	\$141.00

July 2000 edition of the *UTU News* you
2000, resulting from the application of
tment, pursuant to Article II, Part C of
9. Please contact your general chair-
e rates of pay.



UTU RATE TABLES

EFFECTIVE JULY 1, 2000

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY AS OF JULY 1, 2000

RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 1999

FREIGHT CONDUCTORS AND TRAINMEN WITHOUT A MILEAGE COMPONENT IN THEIR ASSIGNMENTS

STANDARD DAILY RATES IN THROUGH FREIGHT SERVICE WITHOUT A MILEAGE COMPONENT**	STANDARD DAILY RATES IN SHORT LOCAL FREIGHT SERVICE***
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UNDER AGREEMENTS HELD BY FORMER:

ORC&B-ALL REGIONS:	BRT- WESTERN REGION	ORC&B-ALL REGIONS:	BRT- WESTERN REGION
BRT-EAST, SOUTHEAST		BRT-EAST, SOUTHEAST	

FREIGHT CONDUCTORS

BASIC RATES	\$139.38	\$139.29	\$141.15	\$141.01
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955:

LESS THAN 81 CARS	\$139.73	\$139.64	\$141.50	\$141.36
81 TO 105 CARS	\$140.38	\$140.29	\$142.15	\$142.01
106 TO 125 CARS	\$140.78	\$140.69	\$142.55	\$142.41
126 TO 145 CARS	\$141.03	\$140.94	\$142.80	\$142.66
146 TO 165 CARS	\$141.13	\$141.04	\$142.90	\$142.76
166 CARS AND OVER	*	*	*	*

FREIGHT BRAKEMEN AND FLAGMEN

BASIC RATES	\$130.74	\$130.63	\$132.37	\$132.25
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE
AGREEMENT OF MAY 26, 1955

LESS THAN 81 CARS	\$131.09	\$130.08	\$132.72	\$132.60
81 TO 105 CARS	\$131.74	\$131.63	\$133.37	\$133.25
106 TO 125 CARS	\$132.14	\$132.03	\$133.77	\$133.65
126 TO 145 CARS	\$132.39	\$132.28	\$134.02	\$133.90
146 TO 165 CARS	\$132.49	\$132.38	\$134.12	\$134.00
166 CARS AND OVER	*	*	*	*

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

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

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

YARD CONDUCTOR (FOREMAN) RATES

as of July 1, 2000

Basic Day: \$154.03

Pro-rata: Hour	\$19.2538	Overtime: Hour	\$28.8807
Minute	0.3209	Minute	0.4813
5-Minutes	1.6045	5-Minutes	2.4067

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	154.03	182.95	211.87	240.79	269.71
5	156.44	185.36	214.28	243.20	272.12
10	158.85	187.77	216.69	245.61	274.53
15	161.26	190.18	219.10	248.02	276.94
20	163.67	192.59	221.51	250.43	279.35
25	166.08	195.00	223.92	252.84	281.76
30	168.49	197.41	226.33	255.25	284.17
35	170.90	199.82	228.74	257.66	286.58
40	173.31	202.23	231.15	260.07	288.99
45	175.72	204.64	233.56	262.48	291.40
50	178.13	207.05	235.97	264.84	293.81
55	180.54	209.46	238.38	267.30	296.22

YARD BRAKEMAN (HELPER) RATES

as of July 1, 2000

Basic Day: \$147.64

Pro-rata: Hour	\$18.4550	Overtime: Hour	\$27.6825
Minute	0.3076	Minute	0.4614
5 Minutes	1.5379	5 Minutes	2.3069

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	147.64	175.24	202.84	230.44	258.04
5	149.94	177.54	205.14	232.74	260.34
10	152.24	179.84	207.44	235.04	262.64
15	154.54	182.14	209.74	237.34	264.94
20	156.84	184.44	212.04	239.64	267.24
25	159.14	186.74	214.34	241.94	269.54
30	161.44	188.04	216.64	244.24	271.84
35	163.74	191.34	218.94	246.54	274.14
40	166.04	193.64	221.24	248.84	276.44
45	168.34	195.94	223.54	251.14	278.74
50	170.64	198.24	225.84	253.44	281.04
55	172.94	200.54	228.14	255.74	283.34

SWITCHTENDER RATES

as of July 1, 2000

Basic Day: \$141.00

Pro-rata: Hour	\$17.6250	Overtime: Hour	\$26.4375
Minute	0.2938	Minute	0.4406
5 Minutes	1.4688	5 Minutes	2.2031

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	141.00	167.40	193.80	220.20	246.60
5	143.20	169.60	196.00	222.40	248.80
10	145.40	171.80	198.20	224.60	251.00
15	147.60	174.00	200.40	226.80	253.20
20	149.80	176.20	202.60	229.00	255.40
25	152.00	178.40	204.80	231.20	257.60
30	154.20	180.60	207.00	233.40	259.80
35	156.40	182.80	209.20	235.60	262.00
40	158.60	185.00	211.40	237.80	264.20
45	160.80	187.20	213.60	240.00	266.40
50	163.00	189.40	215.80	242.20	268.60
55	165.20	191.60	218.00	244.40	270.80

