Will MTA contract talks affect L.A.'s Democratic Convention?

"We are not about to allow our members to pay the price because the MTA has made mistakes which have put them in this precarious financial condition."
- General Chairperson James Williams

LOS ANGELES — Transit unions here, including the United Transportation Union (UTU), may be heading for a confrontation with cost cutters at the Los Angeles County Metropolitan Transportation Authority (MTA).

To top matters off, observers in Los Angeles worry that the resulting tensions could ripple right into next summer’s Democratic National Convention.

The MTA’s contracts with its unions, of which the UTU is the largest, expire six weeks before the convention is scheduled to begin on August 14.

The MTA’s financial managers recently told the Los Angeles Times they hope to bring costs down by winning concessions from unions on such things as work rules and overtime pay, workers’ compensation benefits, and contracting with private firms for work now performed by public employees. They cited a new study showing that the MTA spends 7% more on hourly bus operations than transit agencies in New York, Philadelphia, and Chicago.

In a report to the MTA’s board, Thomas K. Conner, chief of transit operations, wrote, “Union negotiations will be instrumental for developing a partnership between management and labor in order to reduce the MTA’s hourly bus operating cost.”

After a hearing at which Conner and others outlined a general plan of cost cutting that included reduced overtime, UTU spokesman Goldy Norton told the Times: "They want to cut benefits provided under the plan. In order to verify and/or update designated beneficiary information, call Minnesota Mutual toll-free at (800) 328-9442. Additional information about this important benefit can be obtained by calling the UTU International at (216) 228-9400, ext. 304.

UTU News
The Official Publication of the United Transportation Union

Welcome to the “Voice of Transportation Labor”

“These railroad conductors and engineers (in Wyoming) tell me that BNSF now requires their employees to work or be ready for work more than 400 hours a month. This policy seems to be something out of the early 1900’s. These people need to be fully rested to operate our nation’s trains safely. Policies such as these affect the safety of the public also, not just their employees.”
- Tipper Gore to Minneapolis labor leaders, November 20, 1999

NMB Update
As this issue of the UTU News goes to press, both the UTU and BLE are awaiting a decision from the National Mediation Board regarding UTU’s petition for a representation election on the Union Pacific Railroad. Access the UTU website at <http://www.utu.org> for the latest details.

BLE agreement okays remotes
BLE helps Montana Rail Link replace workers with remotes

CLEVELAND — The Brotherhood of Locomotive Engineers (BLE) has agreed to help the Montana Rail Link replace operating employees with remote controls in some switching operations, a letter from the railroad’s president says.

In a December 2 letter to Montana Rail Link employees, Daniel K. Watts, the railroad’s president, said that its “labor organization” (BLE) is working with the carrier and Federal Railroad Administration (FRA) to develop operating plans.

“I realize,” Watts wrote, “this decision is of great concern to MRL employees as it could potentially impact our current employment...

Continued on page 8

UTU fights for VIA Rail jobs
CN Rail agreement ensures wages, benefits continue

CLEVELAND and OTTAWA — The UTU has stepped in to make sure former VIA Rail conductors and assistant conductors, who belonged to the BLE, are not left out in the cold. When a Canadian arbitrator mandated on November 26 that CN Rail accept the principles of the UTU/VIA/CN Transfer Agreement and allow former conductors and assistant conductors to return to CN Rail, the carrier started plans to appeal the decision on several grounds. One of the major grounds of CN’s appeal is the alleged collision between the BLE and VIA Rail to eliminate the conductor and assistant conductor craft and to use the Transfer Agreement to shift VIA Rail’s lia...
Training efforts earn Brass Lantern Award

"I was a doubter at first," said conductor Joseph A. Morris, "but if I had to go back to paper, I think I’d cry."

Morris, a member of Local 1915 in Tracy, Calif., was referring to the electronic work report systems used by railroaders. His involvement with their development and in training others to use them brought special recognition at the UTU Regional Meeting this summer in Washington, D.C., where he received the UTU’s prestigious Brass Lantern Award.

"I was totally speechless," said Morris of the moment when Paul C. Thompson (then a UTU International Vice President and now International General Secretary and Treasurer), called him onstage to receive the award.

"I had no earthly clue that this was going to be given to me," Morris said of the award. "It was the highlight of my career." That career began in 1968 when he hired on with the Southern Pacific (SP) as a brakeman. By 1972, he was promoted to conductor, a position he recently returned to after spending eight years traveling the entire SP, and later, Union Pacific, system with Federal Railroad Administration Representative Daniel Norris.

Morris was the first to file conductors’ work reports electronically using the Grid Pad system. Because he adapted to it so well, SP asked him to become a trainer. He met FRA’s Norris when SP asked the agency to participate in development of an electronic hours-of-service reporting system. While a speaker at the three UTU Regional Meetings, Morris came to realize he wanted to spend more time with his growing family, and that he missed railroading, prompting his return to the rails.
**Non-members: Stand up and join**

Many of us are fortunate to work in states that allow unions to have a union shop or agency fee provision in their labor agreements. Then we have the right-to-work states, or as many people say, the “right-to-work for less states.”

In case you do not know, there are 21 right-to-work states in the U.S. Under the laws governing our railroad-employed sisters and brothers, where union shop agreements are in place, all employees must maintain union membership or pay the equivalent amount of fees to the union. Our bus locals are not as fortunate. Bus locals can only sign up those employees who voluntarily want to join the union in those right-to-work states. Members in those states also have the right to give up their membership at any time. That’s the law!

Non-members have no vote, they cannot run for office and cannot attend union meetings. There are many dedicated UTU members in right-to-work states who strongly believe in their union and support their beliefs by joining and remaining members of the union. I can assure those members your local representatives and the International appreciate that dedication and support.

Non-members still have to be represented by the union. Non-members reap the benefits of being unionized and the labor agreement, yet do not pay a dime in dues to support their union. I remind those non-members they do not have the benefits they enjoy because of the goodness of the company! You have the benefits and the protection of the labor agreement because of the union.

I ask those non-members to stand up and support their union by becoming a dues-paying member and then becoming active in their local. We can all have an excuse for not joining. Join and make a contribution, not an excuse. In unity there is strength.

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**Iowa**

The UTU’s Iowa Legislative Board was one of several select groups to serve as sponsors of the Iowa Democratic Party’s 1999 Jefferson-Jackson Day Dinner in Des Moines, which was attended by both Vice President Gore and his wife, Tipper. Pictured above, from left, are Local 17 Legislative Representative Bill Backoff, Tipper Gore, Local 867 Legislative Representative Steve Bovenmyer, Vice President Gore, and Legislative Representatives Steve M. Iler (22B) and Larry Pearson (306).

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**Wyoming**

On a recent campaign swing through Wyoming by Tipper Gore, wife of Vice President and UTU-endorsed presidential candi- date Al Gore, Acting State Legislative Director George Bagby and other UTU representa- tives were afforded the opportunity to meet with Mrs. Gore to discuss the BNPSF’s contro- versial availability policy.

“An appalled Mrs. Gore was quoted as saying that “this policy seems to be something out of the early 1900’s. These people need to be fully rested to operate our nation’s trains safely. Policies such as these affect the safety of the public as well, not just their employees.” [See quote, Page 1]

“We would like to thank Mrs. Gore for listen- ing to our problems. She was very concerned about the safety aspect of the availability policy and the fact that family life for the modern day railroad worker is non-existent,” Bagby said.

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**Bus Department**

By Bernie McNelis

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**Yardmasters**

By Don Carver

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**What we can do to strengthen UTU**

A new year! What will you do in the coming 12 months to strengthen the United Transportation Union so that it can better serve its members? Last year was truly a year of challenges. We met those challenges head on and scored many victories for the yardmasters.

Yardmaster membership in the department was increased. Wages and benefits were improved.

The year ahead will be filled with challenges that will, in all likelihood, exceed those of last year.

Under the leadership of President Little and Assistant President Boyd, we will meet the challenges with success.

Each must pledge a greater dedication to unity, strength and cooper- ation.

If each officer and member will make this pledge, 12 months from now we will be able to comment on our victories in 2000.

December 15, 1999, I was privileged to attend the retirement dinner for Vice President Larry Davis. His passion for and dedication to the membership are unsurpassed and were memorialized in testimonials.

The United Transportation Union is better as a result of his decades of unsleuth service. Larry possesses a unique blend of intellect, tenacity and humor that can- not be duplicated.

We wish Larry and Linda a long and happy retirement.
Nothing dull about 2000

This much I can tell you: The year 2000 will not be dull. As I write this column, word has just reached me that the Canadian National and Burlington Northern-Santa Fe Railroads have announced a $19-billion merger. BNSE is at the root of many major labor problems right now, and I think labor and the shippers are just about “mergered out.” So are railroad employees, and BNSE employees in particular who face a brutal and inhumane “availability policy.”

CN just gobbled up the Illinois Central where things aren’t as clean as CN likes to tell the news media. Expect to hear a lot more on this merger in the days ahead.

Besides dealing with the proposed CN/BNSE merger, the editorial to the left lists several major challenges the UTU faces in the first year of the 21st Century. There will be many more.

What is especially reassuring is that the UTU is in the best position in the last 20 years – both financially and professionally – to make the most of these opportunities.

I can also tell you this: Charlie Little and I will continue to stay the course.

We will continue to speak our minds on all rail, bus and transit issues around North America. We will continue to push for change that benefits UTU members, even if it angers some rail labor leaders who are more concerned about preserving their own jobs than in protecting yours.

We will also continue to use our strong voice in Washington, D.C., to better your interests.

Over the last four years, the UTU has established itself in Washington as the most influential voice on rail and other transportation issues. Our TPEL is the top political action committee in the industry thanks to you. Now, we intend to use all of our clout for your benefit.

By all that is right, this newspaper would have been the first publication of the united UTU and BLE. Many said it was the best and fairest unionization deal they could recall.

Remember, it was negotiated with the assistance of former AFL-CIO President Tom Donahue and blessed by President John Sweeney.

Instead, we enter the year 2000 with more heated rhetoric. Brothers and sisters, we would much rather enter this century building one powerful transportation union than fighting. But we think events in Canada at VIA Rail and elsewhere since the UTU has asked the National Mediation Board to sanction a representation election on the Union Pacific Railroad prove beyond a doubt that we are in the right.

Let me remind you that the BLE’s top two officers, Ed Dubroski and Clarence Monin, signed their names to the Unification Agreement. The UTU didn’t break its word.

We will continue to speak out when we feel it is right. We are not afraid of the truth.

**WASHINGTON WATCH**

**By James Brunkenhoefer**

I want to run a little survey. Everybody in rail labor who opposes lowering full retirement to 55 years old with 30 years of service please raise his or her hand. Come on now, raise your hands high because I don’t want to hear anyone voting “two.” In fact, just to make sure, let me have a voice vote. All those who don’t want a 55/30 retirement plan shout, “No.” I guess the silence answers my question.

Here’s the dilemma: Everybody would like to retire earlier, but it just isn’t that simple. The first problem is getting and paying for healthcare coverage from age 55 until you are eligible for Medicare. I am sure that you would also want healthcare coverage for your spouse and other family members. I will, you have to give serious thought to how much of your reduced pension check would go towards healthcare, and how much of your retirement savings. Finally, there is also another dilemma. If the Railroad Retirement Board in Chicago started printing checks today and sending them out to an entire new group of 55/30 retirees, the Railroad Retirement Trust Fund would run out of money in less than seven years. Not one dime to pay any pensions to anybody, even widows.

The only way this could be avoided would be to put more money into the trust fund. The math is real simple: if you have more people retiring sooner and drawing benefits for a longer period of time, then you deplete the fund. So where will the extra money come from? You and the railroads. Under the BMWE/BLE 55/30 plan, your retirement taxes would increase by more than $4,000 a year, and you wouldn’t get a pay raise.

In Washington, every time UTU has brought up the subject of 55/30, the railroads have been unmistakable in their answer. It would be easier to take guns away from NRA members than to get the railroads to voluntarily pay additional taxes.

To get 55/30, we will have to solve the major funding issue. If we can ever get that worked out and then get it signed, sealed, delivered and carved into law, then, and only then, can we start making our plans on how to enjoy our older years.

Unfortunately, there is a vocal minority that wants to put the cart before the horse. Just like you and me, they really want the 55/30 option. They want it so badly that they overlook the critical funding problem. It appears that their argument is, “All you have to do is get it passed and then you want it and you can have it.” Somehow, some of our Brothers and Sisters conveniently ignore a key part of the equation – money.

UTU wants the earliest possible retirement available at the highest possible level of compensation, and we know that you need healthcare to feel secure and that our widows need to be taken care of. This is a tough committee in our industry who understand that one even semi-catastrophic health problem can wipe out everything you have ever worked for and that adequate healthcare is non-negotiable. We are working as hard as we can to find the solutions.
We support reducing the retirement age

We are aware that a reduction in the age at which rail workers can begin receiving full annuities under the Railroad Retirement Act is important to almost everyone and is the most important change we can make. Let us state clearly and unequivocally that we support reducing the age for full annuities to as low as can be achieved while maintaining a solvent railroad retirement system. That includes a reduction to age 55 if that can be achieved while preserving and protecting the financial stability of the Railroad Retirement Account.

At the same time, however, everyone should be aware that no change of any kind could be made to the Railroad Retirement Act unless two conditions are met.

First, the change must be part of a package supported by both rail labor and management. Change can be made only through the legislative process, and in today’s political climate Congress will make no change without the full and vigorous support of both parties. Even with joint support, success is not guaranteed.

The second condition is that the change must be part of a package that will leave the railroad retirement system in a stable financial condition. Under no circumstances whatsoever will we support any package unless there is clear and convincing evidence that it meets this second condition. Additionally, it has to be noted that the first step in getting a package through Congress is to get it approved by the House Transportation Committee. That committee is on record that it wants rail labor and management to agree to improve survivor benefits.

Rail labor is now engaged in a legitimate and necessary debate over what size retirement age reduction can be a component of a package that would meet both conditions necessary for enactment into law. Unfortunately, there are some who want to stifle that debate and dictate to all of us what we must do, regardless of the consequences. They will not succeed.

That debate must first acknowledge that a provision allowing employees with 30 years of service to retire at age 55 is enormously expensive. The carriers agreed that any new revenue would be used to make improvements in the Railroad Retirement Account balance so long as the carriers understood that they would have to pay a tax increase.

We gave up this benefit as part of the sacrifices we made to shore up the railroad retirement system when it faced bankruptcy in the early 1980s. Because of our efforts, the system is in sound financial condition and it is entirely appropriate that this benefit now be restored.

Moreover, a provision to restore full benefits at age 60 leaves money for other important changes without need of increasing retirement taxes. Survivor benefits could be improved. It is a priority for many members and it would earn support in Congress. The vesting requirement for railroad retirement benefits could be changed from 10 years to 5 years. The railroad retirement maximum, which reduces benefits for spouses of many career railroad employees, could be eliminated. Other important changes could be included. We believe such a package is worth a strong and unified effort by everyone in rail labor.

More than anything else, it is time for everyone to face reality. A package that benefits almost everyone while raising no one’s railroad retirement tax is obtainable. A package that is enormously expensive, requires massive new railroad retirement taxes from everyone, and benefits relatively few individuals, is not obtainable. It is clear where our efforts should be directed.

Fraternally,
W. D. Pickett
International President
Brotherhood of Railroad Signalmen
One union with the power to protect and preserve all historical operating crafts

“We will never allow the dovetailing of seniority rosters between the historical crafts.”

“One tradition we hold sacred, and which is guaranteed in our Constitution, is preserving historical craft autonomy. So, let us say again that when the UTU wins a representation election on the Union Pacific Railroad – or any other railroad – the historical crafts of locomotive engineer, conductor, and trainman will continue unchanged. The only change is that one collective bargaining agent – the UTU – will represent all of the historical crafts, instead of two. You can take that promise to the bank. In fact, the BLE even acknowledged that fact at the NMB hearings in July.

“We will never allow the dovetailing of seniority rosters between the historical crafts. Seniority will remain as it always has been when the UTU becomes the sole union representing operating employees on the Union Pacific Railroad, or any other railroad. You can take that to the bank, too.”

Charles L. Little
International President

Byron A. Boyd, Jr.
Assistant President
Confrontation
Continued from page 1
that; whether they get it is another matter.” Norton said that a strike during the conven-
tion “is something we certainly hope doesn’t happen,” but added, “there is no guarantee that anything could or won’t happen.” Norton said reducing overtime costs would mean revising work rules that the unions fought hard to put into current contracts. “Work rules have always been very important to the UTU...very very important,” he said. The UTU represents more than 4,350 UTU employees in Locals 1563, 1564, 1565, 1607 and 1608.

“We’re prepared to negotiate,” said James Williams, UTU general chairperson. “We are not about to allow our members to pay the price because the MTA has made mistakes which put them in this precarious financ-

cial condition.”

“UTU International supports our MTA members 110%,” said UTU International President Charles L. Little. “In the face of a possible contract election, the MTA employee it takes to make sure they are treated right and get a good contract.”

The Times pointed out that a long history of contentious negotiations between the MTA and its unions shows that transit strikes some-
times spill into July and August, even beyond. There have been eight transit strikes since 1960, including a 68-day strike in 1974 that began in August and ended in October, and a nine-day walkout in 1994 that dragged into early August.

The current three-year contract came together in 1997 during the second week of July, virtually on the eve of a strike. At the time, Gov. Pete Wilson considered ordering a cooling-off period that would have extended that year’s tense negotiations into September. So, MTA board members, several of whom worked to bring the convention to Los Angeles, say they believe potential labor prob-
lems will be solved long before Democrats convene in mid-August to pick their presiden-
tial nominee, the Times said.

Preliminary talks have already begun, including some conversation about the need to avoid any Public Law that would affect the convention, which is seen as a huge economic stimulus to the region, generating $150 mil-

lion to $190 million in direct revenue.

The last thing MTA officials want, they say, is for transit labor unrest to affect the expect-
cation to Los Angeles the MTA pays for its safety services.

In addition, MTA has the largest fleet of compressed natural gas-fueled buses, which are more expensive to operate and maintain.

BLE remotes
Continued from page 1
levies to CN Rail.

On November 26, VIA Rail advised, with the consent of the BLE, that it would sever its full employment relationship with the laid-off conductors/assistant conductors on November 29, which included wage entitlements, benefi-
cies and pensions, leaving them in a very pre-
cariously financial position.

However, the UTU quickly responded to the threat of these former BLE members not being left out in the cold, said UTU Canada Vice Presi-
dent W.G. Scarrow. “This agreement not only provides necessary to the employees on Union Pacific Railroad, the BLE has shown its true colors once again by colluding with Montana Rail Link to put more union employees out of work in favor of unsafe and deadly black boxes.”

About the safety of remote control opera-
tions, Little said, “UTU has campaigned actively against remote controls in North America and around the world. Lives have been needlessly lost because of remote con-
trols in switching operations, and they are a danger to everyone who works around a remote employee. A study of steel railroads showed that they caused sever-
fatalities. The BLE must be deep in man-
agement’s pocket to agree that remote controls are safe and good for operating employees. Montana Rail Link is a spin-off of Burlington Northern Santa Fe Railroad created to cut costs by reducing employment levels.

Little added, “In essence, the BLE is saying that once it has helped the Montana Rail Link implement remote controlled operations, it

will then have a precedent to negotiate remote controls one day soon with CN Rail that will cost thousands of more jobs. This is a preview of coming attractions for the operat-
ing employees on Union Pacific to consider if the NMB schedules an election.”

At VIA Rail, Canada’s equivalent of Amtrak, the BLE agreed to do away with the craft of conductors. That move cost about 100 jobs, and now engineers can be assigned any duty by VIA management, including operat-
ing a locomotive, carrying baggage, or even cleaning toilets.

At the Pacific Harbor Line Railroad (PHL) in California, BLE has also agreed to accept remote controlled operations. It says that it’s okay for remote controlled operations at PHL because there had never been a craft or class of conductors or brakemen there.

VIA Rail
Continued from page 1
bilities to CN Rail.

On October 22, the Canadian Industrial Relations Board (CIRB) found the BLE guilty of “improper collaboration” with VIA Rail to destroy the craft of conductor.

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**Keith W. Carlson**
L-701, Vancouver, B.C.

"I’m a local chairperson for road conductors and trainmen on Canadian National. I use the Internet almost exclusively for union work, sending e-mails, checking the UTU and BLE websites. You can usually get more information off the website than from any printed publications. By the time the print comes out, I’m already aware of the news from the website. You can also download arbitration cases from the UTU site without a password, which you can’t do from the BLE site. I know for a fact a lot of BLE members go to our website for information."

**Larry Schweigert**
L-1813, W. Colton, Cal.

"I don’t own a computer, and I’m really not interested in owning one. I’m a son of a man from the former Southern Pacific now working on the Union Pacific, and has been railroading nearly 38 years. I use a computer to see who’s on a certain job, to check in-bound train line-ups, and to tie-up. If I didn’t need to use a computer for work, I wouldn’t use one at all. They’re starting to control people’s lives. I don’t feel I’m missing anything by not being connected to the Internet. It’s just another expense I can do without."

**Shane Yarger**
L-265, Pocatello, Idaho

"I work on the Union Pacific and first went online less than two years ago. I check the UTU International’s website between each trip. It’s a valuable tool and one of our best assets. I check the UTU Daily News Digest, and access the awards and contracts. Nearly every trip, I tell others who have no Internet access about the things I’ve learned online. What about the UTU site versus the BLE site is that it’s open to everyone. I think the UTU site needs a page where members can ask general questions, and the answers could be posted to benefit everyone."

**Ian McFadden**
L-23, Santa Cruz, Cal.

"I work for the Santa Cruz Metropolitan Transit District, and we’re very involved with the Internet. I’ve been online for eight years, and our local had one of the first UTU websites. It’s an excellent way to promote labor. It’s like having a complete library at your fingertips, as well as a portal to the entire world. I can reach other UTU locals, as well as ATU locals, which is helpful during contract time when I want to see what others have done. I like the UTU International’s website, but the Supply Department information should be updated."
The average Medicare beneficiary in 1999 spent as much on prescription drugs as on physician care, vision services and medical supplies combined, according to a report released last month by the American Association of Retired Persons (AARP).

Meanwhile, a study published last month by Families USA, a group advocating the addition of a prescription drug benefit to Medicare coverage, found that prices for the drugs most often used by seniors are rising far beyond the rate of inflation.

According to the AARP report, older Americans last year spent an average of about 19% of their incomes, or more than $2,400, on health care. That total included out-of-pocket expenses not covered by Medicare, such as money spent on drugs, eyeglasses and dental care.

The AARP, which also supports adding drug coverage to Medicare, released its report at a news conference in Des Moines, Iowa, where the presidential nominating process begins this month. Democratic presidential candidates Al Gore and Bill Bradley both have CN Pensioners notes new benefits available

Members of the CN Pensioners’ Association will be the beneficiaries of some new discounts this year, according to the organization’s Executive Secretary Don Thomas.

Choice Hotels Canada Inc., Canada’s largest lodging chain with a global network of more than 3,800 locations, is offering association members a 15% discount at eight of its subsidiary lodging establishments, including Comfort Inn, Clarion Inn and Econo Lodge.

Meanwhile, for members in Alberta and British Columbia, London Drugs is offering enrollment in their Enhanced Pharmacy Services program, while GAN Canada is offering all members an opportunity to participate in a group insurance program.

For more information about these benefits and others, contact Thomas by calling (613) 352-1121.

R.M. Darsie dies

Richard M. Darsie, 68, a longtime general chairperson for the Brotherhood of Locomotive Firemen & Enginemen (BLF&E) and the UTU on the former Chicago, St. Paul, Minneapolis and Omaha Railroad (C&NW), passed away November 13 at his home in Roseville, Minn., according to Dave Riehle, chairperson of Local 650 in Minneapolis, Minn.

Brother Darsie began his rail career as a fireman on the Omaha Railroad at age 23, and joined BLF&E Lodge 450 in August 1954.

He is survived by his wife, Rosemary, a son, and two daughters.
UTUIA Scholarship: The Key to Success

A message from UTU International President Charles L. Little

Education is the key to success. The key to an education can be a United Transportation Union Insurance Association (UTUIA) scholarship. With college enrollment time upon us, we strongly urge all eligible persons to take a few minutes to fill out the UTUIA scholarship application form printed below and apply for a UTUIA scholarship. It will be one of the smartest things they ever do.

This is the 27th year UTUIA is making available 50 continuing $500 scholarships for its members and the sons, daughters and grandchildren of its members. We are very proud of our scholarship program, a pride that comes from helping thousands of students over the years.

We realize the amount awarded, $500 a year, doesn’t meet the full cost of the recipient’s education, but in this way we can help a larger number of students with educational costs. They may use the scholarship money for tuition, learning materials or other related expenses.

UTUIA scholarship winners will receive the full amount of the award each year for up to four years of undergraduate study as long as they maintain a satisfactory academic record.

With a UTUIA scholarship, we hope to give the recipient the opportunity for a full-time education instead of a part-time education, day school instead of night school, higher education instead of basic training.

We are proud also in knowing that UTUIA scholarship recipients are enrolled in some of the finest and most prestigious colleges and universities in the world. We also can point proudly to the many achievements of past scholarship winners who have contributed so much to our great nation.

UTUIA is proud and happy to provide these scholarships for they are an opportunity for achievement. The success of deserving students is our success and the benefits are boundless. The key to success is education, and the key to education is a UTUIA scholarship. Take a minute to apply for the chance of a lifetime.

As the saying goes: “If you think education is expensive, try ignorance.”

Charles L. Little
International President

APPLICATION FORM
2000-2001 UTUIA SCHOLARSHIP

(PLEASE TYPE OR PRINT)

STUDENT’S NAME
(LAST) (FIRST) (M.I.) (M/D/Y)

BIRTH DATE
(M/D/Y)

MEMBER’S NAME
(LAST) (FIRST) (M.I.) (M/D/Y)

UTU LOCAL #

MEMBER’S ADDRESS

UTUIA LOCAL UNIT #

OCCUPATION

EMPLOYER

STUDENT’S RELATIONSHIP TO MEMBER

COLLEGE YEAR, 2000-2001

Sophomore

Junior

Senior

Signature of Student

SIGNATURE OF MEMBER

(If member is deceased please include date of death). UTU or UTUIA-insured member must be a U.S. resident.

Applications must be received no later than March 31, 2000. Please submit only one application per student. Incomplete, photocopied or duplicate applications will not be accepted.

The application form printed on this page is the official UTUIA scholarship application form and is the only one you will receive. If you need another application form, request one from the address below. Please include your UTU local or UTUIA local unit number with your request.

Complete the form above, cut it out (leaving address label on reverse side, if possible), and mail to:

UTUIA Scholarship Program
United Transportation Union Insurance Association
14600 Detroit Ave.
Cleveland, OH 44107-4250

DISTRIBUTION

Fifty continuing $500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are prorated according to the number of UTU and UTUIA insurance members in each of nine districts. Names of the 50 scholarship winners for the academic year 2000-2001 will be drawn at UTUIA Headquarters in Cleveland after the March 31, 2000, deadline for submission of applications.

ELIGIBILITY

Requirements for a scholarship applicant are that he or she be at least a high school senior or equivalent; age 25 or under; be a UTU or UTUIA-insured member, the child or grandchild of a UTU or UTUIA-insured member, or the child of a deceased UTU or UTUIA-insured member (if member is deceased please include date of death). UTU or UTUIA-insured member must be a U.S. resident.

Applicants also must be accepted for admittance or already enrolled for at least 12 credit hours per quarter or semester at a recognized institution of higher learning (university, college or junior college, nursing or technical school offering college credit). Graduate schools are not included. Families of full-time International officers are not eligible.

AWARDS

Scholarships are awarded on the basis of need, not grades. A UTUIA scholar, however, is expected to maintain a satisfactory academic record to keep the scholarship for the full four years.

ADMINISTRATION

The UTUIA Scholarship Committee decides whether individual scholarships should be continued or discontinued. Each successful applicant must provide annual proof of eligibility on or before a deadline set by the scholarship committee to qualify for a continuing award. The day-to-day management of the program is handled by the office of the UTUIA General Secretary and Treasurer.

INVEST IN THE CHANCE OF A LIFETIME

The UTUIA Scholarship Program is an open program. All eligible students, regardless of previous grades or future plans that don’t happen to include college, are strongly urged to apply, to take five minutes to invest in the chance of a lifetime, the chance for a better future.

UTUIA Scholarship Districts

District Scholarships
1 Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont 5
2 Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania 5
3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia 8
4 Indiana, Michigan, Ohio 6
5 Illinois, Wisconsin 4
6 Arkansas, Louisiana, Oklahoma, Texas 5
7 Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota 6
8 Arizona, California, Colorado, Nevada, New Mexico, Utah 8
General Chairman James Williams says mistakes made by the Los Angeles Metropolitan Transit Administration shouldn’t be taken out on UTU members.

Tipper Gore, wife of UTU-endorsed Presidential candidate Al Gore, expresses concern for UTU members working under the BNSF’s Availability Policy.

Retiree Program member Brendan Dick of Local 713 felt that his knowledge of Newfoundland’s railroad operations could probably fill a book. He was right.

The UTU News is now available in a web-optimized format that includes all pictures and text. Look for it and the UTU Daily News Digest at <www.utu.org>.

UTUIA is proud to provide a permanent whole life policy that lets you choose the length of your premium paying period — whether its one year or 30 years!

Unlike other whole life insurance, the flexibility of ULTIMATE PAR is in the premium-paying period. This policy can be created to allow premiums to be paid for shorter durations than the lifetime of the insured. A limited premium-paying pattern allows you to make payments during the period when your earning power is high and relieves you of payments during later years when income decreases, such as at retirement.

Under a limited premium-paying pattern, you can create a policy which is paid-up with a single premium, or the premium can be spread over any number of years you select.

ULTIMATE PAR is especially suited for adults who wish to create a paid-up policy as quickly as possible, or to parents or grandparents who wish to provide a paid-up policy for their children or grandchildren. Make your own choice about the schedule of your premiums by choosing UTUIA’s ULTIMATE PAR.

I would like more information on UTUIA’s ULTIMATE PAR policy. (Please Print)

Full Name

Address

City

State

ZIP

Telephone Number

UTU Local Number

If the information is for someone other than yourself, please provide full name, sex, date of birth, and relationship of the person for whom the information is requested on the line below.

Full Name

Sex

Date of Birth

Relationship

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