

UTU News

The Official Publication of the United Transportation Union

WELCOME TO THE "VOICE OF TRANSPORTATION LABOR"

"It's the beginning of a new century and we believe the right thing to do today, as it was the right thing to do in the last century, is for the UTU and BLE to unite on a powerful, fraternal basis."

— UTU International President Charles L. Little



*Unification Poster Inside:
What Leaders Say
About UTU*

News & Notes

Member saves life

Pete Bonaroti, a 25-year veteran trainman with the Union Railroad and member of Local 1628 in Pittsburgh, Pa., might not be alive today if not for the quick actions of UTU member Darrell Johnson.

Bonaroti recently had both his legs severed by moving equipment, which could have meant certain death except for the life-saving skills of Johnson, as well as BLE-represented engineer Russ Linn. Johnson had the necessary emergency medical response training to deal with Bonaroti's severe injuries. He used his own belt and one of Bonaroti's to fashion tourniquets around Bonaroti's legs. "Without Johnson's action, Bonaroti could have bled to death at the scene of the accident," said Union Railroad General Chairperson J.J. Tierney, Jr.

Johnson said that he "did what anyone would have done in the same situation." He admitted that emergency response training is helpful in knowing how to deal with such life-threatening situations. "With so many lives at stake in this dangerous business, it would make sense if everyone would be trained in cardiopulmonary resuscitation and emergency first aid," he said.

Yardmaster wins lottery

A UTU-represented yardmaster from Local 1973 (Chicago, Ill.), working for Union Pacific in Clinton, Iowa, recently discovered he could retire earlier than he had planned. While working the third shift on Saturday, January 8, Larry Hasken discovered he won a Powerball Lottery drawing that night with a jackpot of \$32 million. According to reports, when asked when he had decided to retire, he said, "When they announced the last number!" Because he elected to take his winnings as a lump-sum payment, the amount was reduced to \$16 million. After taxes, he'll find himself ahead by about \$11 million.

NMB to decide on Union Pacific representation election by March 1

CLEVELAND — A final decision is expected by March 1 on whether there will be a representation election on the Union Pacific Railroad between the United Transportation Union (UTU) and Brotherhood of Locomotive Engineers (BLE).

A special three-member panel of prominent labor-relations professionals appointed in early January by the National Mediation Board (NMB) will issue its decision by the March 1 deadline. If the BLE had agreed to resume voluntary negotiations with the UTU the deadline would have been March 29.

The BLE, however, refused to hold any further talks with the UTU.

In a December 30, 1999, letter to the UTU and BLE, the NMB suggested, but did not require, that the two unions resume voluntary discussions to resolve their dispute through mutual agreement. The NMB also recommended the use of Thomas Donahue, who had acted as AFL-CIO facilitator when the two unions signed a unification agreement in November 1998. In its letter, the NMB determined to refer the resolution of the representation dispute to a three-member panel of prominent labor relations professionals.

Officers support NMB action

AUSTIN, Texas — By unanimous vote, at an annual meeting of officers held here on January 11, the UTU's International officers reaffirmed their support of the union's petition before the NMB.

"This unanimous vote today (January 11) by every UTU International officer to support our action at the NMB shows the rock-solid resolve we have to see all operating employees unified on the Union Pacific Railroad," said International President Charles L. Little. "Once again, the entire International leadership of the UTU has shown that we are completely united on this issue."

The panel members chosen by the NMB to resolve the UTU/BLE dispute are noted for their knowledge and wealth of experience in labor relations.

Arnold M. Zack, Richard I. Bloch and

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UTU opposes BNSF/CN deal

AUSTIN, Texas — The UTU is opposing the merger between the Canadian National and Burlington Northern Santa Fe railroads.

At a meeting of International officers held here in mid-January, International President

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Charles L. Little said that North America's largest rail-transportation union will "continue in the U.S. to oppose this merger."

The UTU was the first major union to publicly oppose the CN/BNSF merger.

Little cited the BNSF's "availability policy" and the carrier's "serious problems with rail labor" as two of the reasons behind the UTU's opposition to the merger. He also raised concerns about the future management structure of the merged CN/BNSF, and the anti-labor

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Unions, carriers reach RRA deal

WASHINGTON — Full retirement benefits at age 60 with 30 years of service, parity for widows, and five-year vesting are three of the cornerstones of an historic agreement that will benefit railroad retirees if Congress passes

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legislation this year to improve the Railroad Retirement System.

On January 14, the UTU joined a coalition of nine other rail labor organizations in an agreement with freight rail carriers represented by the National Railway Labor Conference (NRLC) on proposed amendments to the Railroad Retirement Act (RRA) that will significantly benefit railroad retirees.

The agreement now must be drafted into legislation and passed by Congress. If enacted

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Around the UTU

News from around the U.S. and Canada

Local 4, Charny, P.Q.

Members are mourning the death of conductor **Paul Davis**, who was killed in the collision and fire that occurred in St. Hilaire, P.Q., on December 30. Meanwhile, the local participated in a joint "Millennium Party" last month with members of the Brotherhood of Maintenance of Way Employees and the Brotherhood of Locomotive Engineers, according to Secretary/Treasurer **Louis-François Garceau**, who noted the annual election of officers would be taking place as this edition reached deadline.

Local 318, Hornell, N.Y.

Vice Local Chairperson and Legislative Representative **Robert A. Hagen** has enjoyed great results in bringing new workers on the Norfolk Southern (NS) into the UTU, according to UTUIA Special Representative **Dave Murphy**, who cites Hagen's hands-on approach and availability to lend assistance as instrumental to his success. The local represents engine and train service workers employed on NS between Buffalo and North Jersey.

Local 324, Seattle, Wash.

Contract negotiations have begun for part-time bus drivers at Evergreen Trails, who recently joined their sisters and brothers working full-time on the property by electing the UTU as their representative. Heading the negotiating team is General Chairperson **Brian Donald**. Meanwhile, **Steve Snyder** has taken over editorial duties from **Larry Rutledge** and now serves as editor of the local's newsletter, *The Informant*. Contact Snyder at 19805 121 St. Ct. E., Sumner, WA 98390, or send e-mail to him at <kilo3921@aol.com>.

Local 343, Hamilton, Ont.

The local is grateful for the support of General Chairperson **Ronald Long** and Canadian Legislative Director **Tim Secord**, who backed them up when CN Rail recently attempted to strong-arm members into participating in the Mentor/Team Leadership Initiative, a strategic development designed to circumvent the duly elected union representatives, EFAP representatives and safety and health committees, said Local Chairperson **Scott Montani**. "Brothers Long and Secord made it quite clear to CN's CEO Paul Tellier that we will not tolerate this attempt at union busting," said Montani.

Local 492, Sacramento

Members are reminded to familiarize themselves with the Federal Railroad Administration's final rule, effective January 7, amending requirements for qualification and certification of locomotive engineers. Secretary/Treasurer **Daryl Stinchfield** said copies of the portion of the Federal Register in which it appeared were forwarded to each California local for public posting by State Legislative Director **J.P. Jones**. For information, contact Stinchfield at (916) 624-7426. Copies may also be obtained from the local's website at <<http://www.calweb.com/~w6thw/utu492.html>>.

Local 507, Van Buren, Ark.

A dinner was arranged by members, employed by the Union Pacific, to honor retired member **Charles L. Graves**, who celebrated his 100th birthday January 19, according to State Legislative Director **Don Beavers**. Brother Graves, who began his career in 1923 as a brakeman on the Missouri Pacific, retired



At age 68 and with no plans to retire, James Holmes holds the highest seniority on the former Southern Pacific (now Union Pacific) Gulf Division.

Local's pride holds highest seniority date

The members of Local 1957 in Silsbee, Tex., are justifiably proud of their charitable activities, their new website, and their contributions to community youth development, but are equally proud of fellow member **James H. Holmes**, who holds the highest seniority on the Gulf Division.

"I was active when steam engines were here," said Holmes, who tried to explain why he has no plans to retire from his job as a conductor. "It's just a part of me. I've been around it all my life, and I'm a firm believer in passing along some of the knowledge."

Holmes was four years old when his father, who became the first African American man to work as a conductor on the Gulf, Colorado & Santa Fe, first started taking him on runs. "Also, I was lucky enough to live a block from the Texas Pacific shop. As a kid, I'd go for rides with the hostlers."

Learning has always played a central role in Holmes' life. He earned a Bachelor of Arts degree from Bishop College in Marshall, Tex., in 1951, before serving two years with an Army tank battalion in Korea.

But his greatest teacher has always been experience. Holmes once worked on a track gang, and in the early 1990s, took instruction as an engineer. "My score was just shy of what I needed," he said. "I could have pursued it, but I really only did it for the experience, because I make more money than an engineer does."

Holmes advises younger railroaders to learn all they can and to take care of themselves. "I worked with a man with a seniority date of 1901," Holmes said. "He said for longevity, get plenty of rest, and if you desire to have a lady, have just one."

in 1972 as a conductor with 49 years of service. At the event, attended by Beavers, UTUIA Field Supervisor **Joe Cunningham** and numerous friends and family members, Graves received a variety of gifts, including a brass lantern presented by U.S. Alternate Vice President (South) **Jerry L. Batton**.

Local 933, Jefferson City, Mo.

Members are mourning the loss of 80-year-old retiree **James Wayne Duncan**, who passed away at his home on December 28. U.S. Board of Appeals Chairperson **W.J. Shelton** said Duncan was the last member of the local who had made a working trip on steam equipment.

Local 1393, E. Buffalo, N.Y.

Members wish to give special recognition to Secretary/Treasurer **Bob Zimpfer**, whose efforts have resulted in a 500% increase in TPEL contributions. Zimpfer has also contributed time to a peer training program that gives new CSX workers a safe start in the industry, and has been invaluable to UTUIA Field Supervisor **Tom Anziano**.

Local 1469, Oakland, Cal.

Instead of the usual holiday party, this year members employed as yardmen by Union Pacific hosted a luncheon with fellow members of Local 239 (Oakland, Cal.) that featured a visit from the UTU's mobile education and training lab, *Membership I*, according to Local Chairperson **Jim Dignon**. Members are reminded that regular meetings are held the second Wednesday of each month at 1823 Clemente Ave., Alameda, Cal.

Local 1582, Albany, N.Y.

Custodians, building maintenance personnel, and operations and parking employees of the AGI group were set to vote on a three-year agreement as this edition reached deadline. The pact calls for a \$1-an-hour increase retroactive to December 1999 and another \$1-an-hour over the next two years, as well as a reduced time frame for receiving vacations. It also calls for the company to contribute an additional \$50 per month into employees' 401(k) plans, increase its contribution to the defined-benefit pension plan, boost safety payments, and expand the definition of those entitled to receive reimbursement for safety shoes, all without any give-backs required. Vice President and Director of the Bus Department **Bernie McNelis** congratulated LCA Chairperson **Ron Palka** and members of the committee, including **Gary Hughes**, **Phil Britt**, **Joe Vecchio**, **Leon Ward** and **Judi Besette** for their negotiating efforts, and thanked New York State Legislative Director **Sam Nasca** for his assistance.

Local 1778, N. Vancouver, B.C.

About 300 members employed by BC Rail recently involved in a nine-day company lock-out were voting as this edition reached deadline on a tentative three-year pact retroactive to December 31, 1997. Secretary/Treasurer **David Moorhouse** said members had laid down picket signs to join their families on New Year's Eve and Day, less than an hour before CN Rail tried to make a pick-up from an interchange track behind the picket line. Acting quickly, they had the line back up minutes before the yard engine arrived. Fellow UTU members on CN respected the line, turned around, and went home. Members then held the line for 18 hours during the holiday before other unionists relieved them.

Local 1957, Silsbee, Tex.

During the holidays, members of this resurgent local representing Union Pacific employees on the former Southern Pacific Gulf Division voted to donate a portion of the local's surplus funds to the local Salvation Army, said Local President **Mike McCauley**, who noted the debut of the unit's new website at <<http://www.local1957.org>>. The site features recent election results, links to other locals and the UTU International, rail news and a chat room to which all are invited.

State Watch

News from UTU State Legislative Boards

Ohio

The UTU Ohio Legislative Board was successful in obtaining revised language in two bills making the rounds in the Ohio House of Representatives which would have been detrimental to train crews had they passed into law as originally worded.

Both could have held train or engine service employees responsible and open to prosecution when a train blocked a railroad grade crossing.

House Bill 399 now reads that "only a railroad company shall be prosecuted" when a railroad car or locomotive obstructs a public road or highway. "No engineers, dispatchers or other individuals shall be prosecuted for this violation."

A related measure, H.B. 516, originally read that, "No railroad company and no train conductor or other person in charge of a train shall obstruct, or permit or cause to be obstructed, a public street..." designated as an emergency crossing.

At *UTU News* press time, Assistant Director **Joe Boda** said that the bill's sponsor, Rep. Rex Damschroder, had agreed to delete "conductor or other person in charge of a train" from the bill's text.

State Legislative Director **William J. Thompson** reports that the UTU is taking a neutral position on both substitute bills as currently written.

Arkansas

Hot Springs, Ark., the birthplace of the UTU, became another page in the union's history book last month as the Arkansas Legislative Board held its reorganization meeting there aboard *Membership I*, the first reorganization meeting held in the union's mobile education and training center.

During the Jan. 4-6 meeting, **Don Beavers** was elected to his sixth consecutive term as director of the state legislative board. The Federal Railroad Administration also conducted a comprehensive training session for board members.



Members of the UTU's Arkansas Legislative Board visit Transportation Plaza in Hot Springs, Ark., the site of a granite monument commemorating the creation of the UTU there in 1969. Pictured, from left, are Dan Theriac (462), Will Rogers (221), Steve Evans (950), Assistant Legislative Director James Matthews (656), Jimmy Minter (733), Pat Lynch (507) and Legislative Director Don Beavers (656).

Hot Springs Mayor Bob Mathis and State Rep. Terry Smith were on hand to welcome the members of the board to the city.

North Carolina

The UTU's North Carolina Legislative Board has established an informational website, reports Director **Richard H. Westbrook, Jr.**

Although still under construction, UTU members can access the website for the board's activity report, legislative updates, UTU designated legal counsel, links to the state's U.S. legislators, and to send electronic mail messages to Westbrook.

UTU members can access the site at <<http://hometown.aol.com/nclegislativebd/index.htm>> or by following the appropriate links from the UTU International's web page at <<http://www.utu.org>>.

"We have in the past been a very active board under the leadership of James Stem. I plan to continue to be very active in local and state-wide politics," Westbrook said.

Mississippi

Because no candidate received a majority of the votes cast in last November's gubernatorial race, the Mississippi House of Representatives last month selected Democrat Ronnie Musgrove as governor of the state.

"Ronnie was elected with the support of UTU and the whole labor movement," said State Legislative Director **A. Neal Fowler**. "Through TPEL, we were able to hold on to a majority in the state house, which secured the election of Ronnie Musgrove."

Fowler said that organized labor was also very instrumental in electing Amy Tuck as lieutenant governor. "She is one of the most influential people in the state right now," said Fowler, who explained that Tuck will be appointing all of the members in state's Senate committees.

North Dakota

At a meeting with UTU members on Jan. 21, U.S. Cong. Earl Pomeroy (D-N.D.) announced that he would co-sponsor H.R. 3091, the legislation pending in Congress which would allow rail workers to mark off for up to 72 hours after working or being available for duty for seven consecutive days.

In addition, Pomeroy pledged to contact Burlington Northern Santa Fe officials and urge them not to detour coal traffic out of North Dakota. BNSF had recently announced plans to re-route about one-third of the state's current coal traffic out of the state at the end of January, said Legislative Director **John Risch**.

More than 100 UTU members are already without jobs in the state because of slow traffic on the BNSF and CP Rail, Risch said.

Thirteen members of UTU Local 1344 at Mandan met with Pomeroy to explain how difficult their lives were without predictable days and convinced him to support the legislation.

Risch also said that Cong. Colin Peterson (D-Minn.), who represents many UTU members living in western Minnesota but working in North Dakota, is already a co-sponsor of H.R. 3091.

Bus Department

By **Bernie McNelis**

Your TPEL support makes difference

It is said that the next president of the United States will appoint the majority to the Supreme Court during his term in office. That is very important to all of us. Do you want a president who will appoint conservative justices, or a president who will appoint justices that will be sympathetic to causes that affect the everyday lives of American workers?

Support the UTU's Transportation Political Education League (TPEL) with your voluntary contributions. We need the Democrats to win back the Congress. Your support through TPEL will help get our friends elected to office, including Republicans who support labor causes. Why? For example, with a Democratic-controlled Congress and with our Republican friends we should get legislation passed which would prohibit striker replacement.

Now to the World Trade Organization (WTO). How powerful an organization is it? Was the Seattle protest successful? Imagine, having the WTO make decisions behind closed doors that affect laws, including our own laws!

It has been reported that each year in France some 2,000 workers die from asbestos-related cancer. Yet a law to ban all forms of asbestos there has been challenged as a violation of the WTO's trade accords. In Massachusetts, when voters passed a referendum in 1998 to ban state procurement from companies that do business with the slave-labor regime in Myanmar, a state court ruled that the action ran afoul of the WTO. WTO says that world trade will be good for competition. How do we compete with employees who earn 30¢ an hour? The Seattle protest was not just a protest by labor, but included people who are community activists, farmers, religious leaders, environmentalists and students. That protest shows what unity can do here in the United States. Just imagine how successful we can be if we can develop solidarity with people throughout the world.

In unity there is strength.



Yardmasters

By **Don Carver**

Good new year for yardmasters

The New Year has begun on a positive note for the Yardmasters Department.

Grand Trunk Western (Canadian National) General Chairperson L. J. Forchione and his committee have received membership ratification of an interim contract modification that increases the daily rate and benefits for yardmasters employed on the Grand Trunk Western Railroad.

The contract provides for a lump-sum increase in the basic daily rate of pay by approximately 9%, establishes a guarantee extra board, restructures overtime calling procedures, provides training pay of one hour per day, and includes a paid training agreement for current and future yardmasters.

These benefits are added to those in the current contract, whose moratorium expires in 2001.

General Chairperson Forchione is to be commended for his determination and hard work in those negotiations.

Meanwhile, General Chairperson J.R. Cumby and his committee on Amtrak have reached a tentative agreement for the Amtrak yardmasters.

The proposal is now before the membership for ratification.

This will bring to a close the longest contract negotiations we have had with Amtrak.

Immediately following ratification, Section 6 Notices will be served on Amtrak to initiate the next round of negotiations.

Effective January 1, the Yardmasters' Supplemental Life Insurance Plan changed administrators to Minnesota Mutual Life. If you have any questions contact the Yardmasters Department at (216) 228-9400 ext. 315.



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

Historic agreement on RRB

For the first time in 25 years, there is promise the Railroad Retirement System will provide major new benefits to retirees and will fix some old wrongs.

This historic agreement took a powerful coalition of 10 unions working with the carriers in a new economic climate to achieve.

However, the job isn't over yet. Congress must pass the legislation we will be proposing, and it will take the efforts of all of us to make sure it happens. When the time comes, we will call on all of you to let your voices be heard in the halls of Congress.

Notably absent from this coalition, however, are the Brotherhood of Locomotive Engineers and the Brotherhood of Maintenance of Way Employees. With all of the rhetoric they have espoused about solidarity, it is more than ironic that it is the UTU that stands with the rest of rail-transportation labor while they stand on the outside looking in.

Thanks go to the leadership of all of our coalition partners who understand that it takes cooperation between labor and the carriers for legislation to pass in Congress. We want to give special thanks to Robert Scardelletti, international president of the Transportation Communications Union, and Daniel Pickett, international president of the Brotherhood of Railroad Signalmen, for their noble efforts.

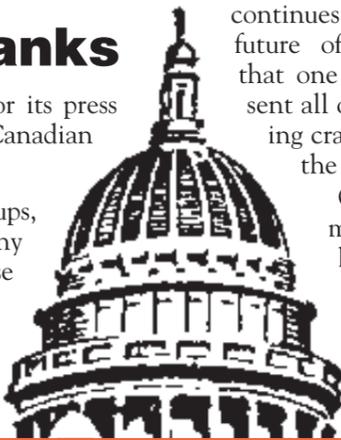
We also wish to thank Robert Allen, president of the National Railway Labor Conference, for his leadership.

CN/BNSF merger: No thanks

Everyone but the kitchen sink (and we're still waiting for its press release) is opposed to the proposed merger between the Canadian National and Burlington Northern Santa Fe railroads.

Never before in the history of railroading have so many groups, including the UTU, rallied forces so quickly to oppose any merger. In fact, the UTU was the first union to publicly oppose this proposed deal.

North America does not need another rail merger that promises the sky but can't deliver the goods. North America's rail workers don't need more disruption in their lives.



WASHINGTON WATCH

By James Brunkenhoefer

An open letter to all railroad chief executives

Dear Mr. Railroad CEO:

The week before Christmas, rumors began flying that there would be a BNSF-Canadian National merger. On the morning of December 20, a joint news announcement was made. There were bright smiles from the top managers at both railroads and the usual set of promises: single line service, synergies of the two corporations, improved service to shippers, millions in new income for stockholders, tremendous cost savings through the elimination of thousands of jobs and duplicate facilities. There was champagne for the house and pats on the backs for everyone.

However, Wall Street has seen this show before - it has played longer than the musical "Cats" has on Broadway without the box office success. It was obvious from Wall Street's chilly response that they had seen this play before and they didn't like it. After the merger announcement, the stocks of the four major U.S. railroads - BNSF, CSX, Norfolk Southern and Union Pacific - started a nose dive. In fact, they just didn't go down, they fell like rocks.

The railroad CEOs have taken their big corporate jets to Wall Street and peddled this story before. It's the same one they used in the BN/SF merger, the UP/SP merger, and the Conrail takeover by NS and CSX. In spite of all the promises, the results have been exactly the same. Service got worse, a lot worse. Shippers screamed at Congress, the Surface Transportation Board, and anyone else who would listen. Shipments were delayed not just by days but



One powerful union

By March 1, we will know if there will be a representation election on the Union Pacific (UP) Railroad.

That is because the BLE refused to re-enter unification talks with us, as the National Mediation Board (NMB) suggested, and as we told AFL-CIO facilitator Tom Donahue we were prepared to do.

Remember that the UTU never left the negotiating table. The BLE walked away from a signed unification agreement after its two top officers, including its current president, signed it, by concocting reasons that have proven to be false. It was, therefore, impossible to jump-start negotiations all by ourselves.

It has now been more than two years since the UTU asked the NMB to sanction an election on the UP. In that time there has been a great deal of heated rhetoric between the UTU and BLE.

We believe that the special panel of labor relations professionals appointed by the NMB will rule on March 1 that all employees who operate trains share a community of interest and it will therefore authorize an election. This union continues to believe that the future of railroading demands that one powerful union represent all of the historical operating crafts equally and fairly in the 21st Century.

Over the last several months, more and more locomotive engineers have realized that their historical craft will continue to have autonomy in the UTU after

we win a UP representation vote. In fact, even after the BLE's "Big Scare" campaign has made many whistlestops, more and more operating employees have told us they prefer one union that will fully protect the historical craft autonomy of locomotive engineers, conductors, trainmen, and switchmen as the single bargaining representative.

They understand that the only real change is that all of the contracts will be held by one union - the UTU - and not by two unions. Contrary to what the BLE has said in recent months, the UP cannot void those contracts because of this vote. They wouldn't dare, and legally couldn't even if they wanted to.

Your brothers and sisters also know that the UTU would never have agreed to sell out the crafts of conductor and locomotive engineer on VIA Rail, as the BLE did, to create a blurred craft called "operating engineer." When it came to protecting the craft autonomy of locomotive engineers and conductors on VIA Rail, the BLE failed to do either and sold out both.

The UTU is also the only union that is totally committed to ending the entry rate and dual basis of pay system for post-'85 employees. You need look no further than the BLE's recent agreement with Norfolk Southern, which really maintained the status quo and an 85% entry rate.

Change is never easy. But it is far preferable to standing with your feet in concrete and trying to keep things from changing in a changing world.



By President Charles Little

BC Rail lockout shows resolve of UTU, rail labor

VANCOUVER – A nine-day surprise lockout of 1,600 union workers at BC Rail Ltd. between December 27 and January 5 tested the resolve of rail employees during the holiday season.

But it was BC Rail who took it on the chin. They were pummeled in the Canadian media and by shippers who suffered because the carrier locked out its employees. The result is that the employees will get their first wage increase in five years.

UTU members took the lead in applying pressure to the carrier at the bargaining table and on the picket line.

Robert Sharpe, UTU general chairperson and alternate International vice president, is chairman of the Council of Trade Unions, which bargains on behalf of the seven railway unions in British Columbia (BC). Sharpe was instrumental in ending the lockout. A phone call from B.C. Premier Dan Miller also helped end the costly dispute.

“All the parties are very glad to see the end of this,” said Sharpe.



Sharpe

He said the wage increase the union has agreed to accept from the Crown corporation, which owns BC Rail, falls within the 2% guideline governing public sector employees in British Columbia.

“We will send this out for ratification by our members and are recommending acceptance,” Sharpe said.

Results of the ratification vote are expected by February 4, 2000.

UTU was the first union to pay its members strike benefits. “The way the UTU backed us up was really impressive,” said David Moorhouse, secretary/treasurer of Local 1778. “We got our strike pay in a timely manner, which made a big difference. In fact, we were the first of the seven crafts involved to get strike pay, and the members and their families really appreciated that.”

Moorhouse praised UTU members for stepping up to the plate during the lockout. “Our guys really grabbed the ball and ran with it,” he said. “We handled the bulk of the night shifts on the picket line. When it came to being upfront, our guys were right there. So I’m really happy with the way we stepped to the front.”

“This one interchange track (manned by our pickets) became a stronghold, and a symbol of our resolve to pressure BC Rail back to the bargaining table.”

Moorhouse praised Local Chairperson Steve Edgar and Local President Erik Lonne for the roles they played during the lockout.

“Steve proved himself to be the hardest-working guy serving above and beyond the call of duty,” said Moorhouse. “A lot of credit has to go to our Local President Erik Lonne, who handled media relations. His work with the Canadian national press, in particular, deserves mention.”

However, because the new three-year agreement is retroactive to December 31, 1997, the settlement represents only a temporary solution to the problems of a railway that has suffered recently from a steep decline in profits. This means the agreement will expire December 31, 2000, buying the

railway less than a year of labor peace.

As a result of permanent shutdowns at four B.C. saw mills, the closing of the Gibraltar mine and lower shipments from the Quintette coal mine, profit at Canada’s third-largest railway fell 34% in 1998 to \$26.5 million. Revenue at the Crown-owned corporation was also down 2% in 1998 to \$417.6 million. BC Rail isn’t forecasting much of a recovery for fiscal 1999.

As a Crown-owned corporation, which last year paid \$40 million in dividends to the B.C. government, BC Rail has not kept pace with efficiencies achieved by Canadian National Railway Co. since it was privatized in 1995.

Prior to the lockout, the unions accepted provincial wage increase guidelines of 2% in the final year of a three-year contract. However, the company refused to sign the agreement unless the employees accepted its demands for a 20% workforce reduction and the introduction of a two-tiered wage structure that would give new employees lower pay.

In documents leaked to the media, BC Rail said it hoped to improve its medium- and long-term profitability by slashing \$16 million from total unionized payroll costs of about \$80 million.

BC Rail continues to face significant challenges, including the as-yet unknown impact of CN’s planned \$19-billion merger with U.S. giant Burlington Northern Santa Fe Corp. However, Sharpe said that BC Rail employees should not have to bear the brunt of future cost-cutting efforts. “We have already made huge adjustments,” he said.

He added that the number of personnel required to operate freight trains in British Columbia has dropped to two from five in 1986.

Highlights of the agreement sent out for ratification include:

- The term of the collective agreement will be from January 1, 1998, until December 31, 2000;
- Effective January 1, 2000, 2% will be applied to all wage rates. Wage rates include Teamsters’ mileage rates and Engineman Auxiliary Board rates;
- The Job Security Administration Plan will be self administered by the railway;
- Payroll direct deposit will be mandatory for all new hires. Existing employees who do not utilize direct deposit of paychecks will be grandfathered and exempt from this proposal;
- The payment of all allowances under all seven constituent union agreements will be applied to the regular paychecks. The railway will make any appropriate tax overrides as provided under the statutes governing Revenue Canada; and
- The parties agree to enter into discussions, during the last twelve (12) months of the new collective agreement period, to develop a process, which allows qualified unionized employees to move between bargaining units at the request of the railway to fill position vacancies. The agreement will incorporate seniority protection for the employee in both the unit the employee moves to and the unit the employee moves from. The intent of the discussions is to reach agreement.

Special organizers attend seminar to sharpen skills

WASHINGTON – Seeking to help unorganized workers find fairness and dignity in the workplace, 15 members of the United Transportation Union participated in a seminar this past December at the George Meany Center for Labor Studies as part of their training to serve as special organizing representatives for their union.

Scattered across the country from California to Iowa to Florida, the 15 came together to participate in the Meany Center’s “Organizing Under the Railway Labor Act” program.

The week-long seminar included instruction in topics such as communication skills, development of organizing plans, first-contract campaigns and development of workplace committees, among others.

UTU Assistant President Byron A. Boyd, Jr., was also on hand to speak to the group about the importance of assisting the unorganized, from a representatives’ initial contact with employees through obtaining their first labor agreement.

“The UTU is proud that not a week passes by that we do not have at least one contact requesting our assistance in obtaining union representation. This speaks volumes about our reputation for quality representation, both inside and outside the transportation industry,” Boyd said.

The new class brings to 47 the number of UTU members specifically trained to assist the union in organizing shortline railroads and commuter airlines.



UTU members participating in the Meany Center’s “Organizing Under the Railway Labor Act” program adjourn for a break on the steps of their classroom with UTU Assistant President Byron A. Boyd, Jr. Front row: Ben Davis (1221), Larry Barrilleaux (1836), Boyd, Larry Grutzius (1895), Darrin Prowant (329) and B.K. “Keith” Trout (1245). Second row: Justin Martin (1800), Robert Carson (924), Mike Lewis (490), Andres Truillo (1138) and Capt. Tom Witten (15). Third row: Joe Fletcher (30), Robert Griffin (1021), Al Nowlin (349), Onia Morgan (1403) and Earl Johnson (1895).

In addition, the UTU has 14 members specifically trained in organizing employees covered under the National Labor Relations Act, including workers in the bus, motor coach, van and limousine and trucking sectors.

NMB decision

Continued from page 1

Richard R. Kasher will make a final and binding decision.

International President Charles L. Little contacted Donahue on January 6, but the BLE never contacted the former AFL-CIO president. The BLE wrote to the NMB on January 10, saying it would not resume talks with the UTU and later asked that the panel hold another hearing. The panel declined to hold any further hearings on the dispute at that time.

"We never left the table and have never left the unification process," said Little. "We trust that the special panel of labor relations professionals will act on the merits of this case and

agree with the UTU that a representation dispute does exist on the Union Pacific Railroad among its train and engine service employees. We look forward to resolving this issue once and for all."

Little added, "It's the beginning of a new century and we believe the right thing to do today, as it was the right thing to do in the last century, is for the UTU and BLE to unite on a powerful, fraternal basis."

If the panel agrees with the UTU's petition, an election would then be ordered on the Union Pacific Railroad after the March 1 ruling. The UTU and BLE represent approximately 22,000 employees on the UP. The UTU represents about 14,000 employees and the BLE represents about 8,000 workers.

In his conversation with Donahue, Little

revisited the UTU's commitment in time and resources to unification between the two unions. On May 8, 1999, without notice to the UTU or Donahue, the BLE issued a press release saying it was ending its involvement in unification even after its two top International officers had signed the unification agreement.

The BLE then became embroiled in a bitter recall election in which less than 50% of its members bothered to vote. In that election, International President Clarence V. Monin was defeated by only 18 votes by then-First Vice President Ed Dubroski. After winning by the slimmest of margins, Dubroski was tagged with the nickname "Landslide Eddie." He is the BLE's sixth president in the last 15 years. Both Monin and Dubroski signed the unification agreement with the UTU but later reneged on their word.

UTU opposes

Continued from page 1

tactics of the CN-controlled Illinois Central and Grand Trunk Western railroads.

"There is a world of opposition in Washington against this merger," said Little. "The shippers are against it, the other railroads are against it, and now the UTU is against it, too. This proposed merger could trigger the final mergers among North American railroads where there will be only two major carriers left in the U.S. and Canada. Never before has there been this much opposition to any merger this early in the process."

In an article in the respected Washington railroad newsletter *Rail Intelligencer*, Little said, "Hardly a week goes by that a union official doesn't ask us for strike authority. CN is trying to rule by terrorism. We have so many issues with the CN-controlled Grand Trunk Western and Illinois Central, but we can't get them to the table."

The UTU's announcement in Austin opposing the CN/BNSF merger came on the same day that four major railroads placed a full-page

ad in *The Wall Street Journal* and other newspapers opposing the merger.

The chief executives of four of the remaining five Class I railroads not currently involved in a merger are urging shippers to support them in opposing the proposed merger.

The CEOs' salvo came in an "Open Letter to Railroad Customers." The letter, which stated the reasons they oppose the merger, was signed by Richard K. Davidson, chairman, president and chief executive of Union Pacific Corp.; David R. Goode, chairman, president and chief executive of Norfolk Southern Corp.; Robert J. Ritchie, president and chief executive of Canadian Pacific Railway; and John W. Snow, chairman, president and chief executive of CSX Corp.

Additionally, the Canadian government is expected to introduce tough, new legislation this spring that would give it the power to control, or even prevent, the proposed CN/BNSF merger. The merged company would be called North American Railways Inc.

The new legislation also would give Ottawa wide-ranging new powers to oversee and regulate railways once the merger has been completed, the *Toronto Globe and Mail* reported.

The proposed railway legislation would be included in the Canadian Transportation Act, which is due for its five-year revision this summer.

Many of the amendments will be aimed specifically at the proposed merger of CN and BNSF, which has raised considerable concern among railway shippers, union leaders and manufacturers.

"We doubt the consolidation will go ahead as it's now proposed," a government source told the *Globe and Mail*. He added that the government is expected to raise so many issues that BNSF may re-think the merger, or perhaps cancel it.

The proposed merger has raised hackles among Canada's shippers because it would create the largest railway in North America, with 80,000 kilometers (48,000 miles) of track, 67,000 staff and revenue of \$18.5 billion a year.

North American Railways Inc. will have its head office in Montreal. But many shippers are worried that decision making, and even the head office, will eventually gravitate to BNSF's current headquarters in Dallas once CN's chief executive officer, Paul Tellier, retires, in about four years.

RRB changes

Continued from page 1

by Congress, these changes would be the first major benefit improvements to railroad retirement in more than 25 years without corresponding cutbacks.

Today, employees must attain age 62 and have 30 years of service in order to receive an unreduced annuity. Under the proposed change, employees with 30 years of service will be able to retire at age 60 with an unreduced annuity. In addition, they will be able to gain GA-46000 coverage, and the \$75,000 lifetime maximum will be annually increased to keep pace with the rate of medical inflation.

"The history of railroad retirement is that the unions and carriers have to support changes in order for Congress to support it," said Paul C. Thompson, UTU general secretary and treasurer. "We have forged a powerful coalition among rail labor and a partnership with the carriers to get the job done. This is a major victory for all retirees and their spouses. We have lowered the retirement age to 60 with full benefits, including healthcare, and fixed the widows' benefit."

The other unions joining the UTU in the coalition are the Brotherhood of Railroad Signalmen, International Brotherhood of Electrical Workers, Transport Workers Union, International Association of Machinists, Trans-

portation Communications Union, Brotherhood of Railroad Carmen/TCU, American Train Dispatchers (ATDD), International Brotherhood of Boilermakers and Blacksmiths, Sheet Metal Workers International and the National Conference of Firemen and Oilers division of the Service Employees International Union.

The Brotherhood of Locomotive Engineers and Brotherhood of Maintenance of Way Employees, however, are not part of the coalition. Ironically, the ATDD split from the BLE International on this issue.

The improvements are made possible because the agreement calls for changing the current law that limits the investment of Railroad Retirement trust fund assets. Under the agreement, a newly established investment board with equal labor-management participation would be permitted to invest trust fund assets like other large pension plans. Actuaries say that this should increase future returns.

"Our starting point was that nothing could be done that would jeopardize the fiscal solvency of the current retirement system," said Thompson. "The legislation will also require that only the carriers will absorb any future tax increases that might be necessary to protect the retirement system with no tax increase or benefit reduction for employees and retirees."

The highlights of the proposed amendments to the RRA include:

• Unreduced retirement benefits at age 60 with 30 years of service, including healthcare coverage between age 60 and 65

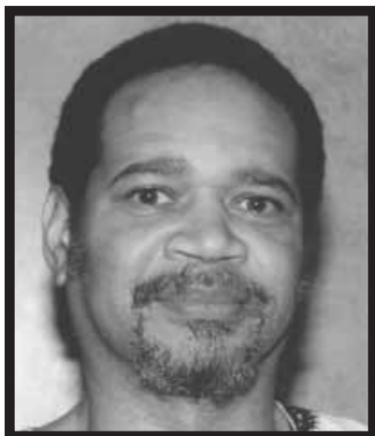
Today, if employees with 30 years of service retire at age 60 or 61, their annuity is permanently reduced by taking 20% or more off the Tier I amount, and the annuities of their spouses are also reduced. This significant permanent reduction discourages most eligible employees from retiring before age 62. Under the proposed change, employees with 30 years of service will be able to retire at age 60 with an unreduced annuity.

In addition, employees working today for one of the national carriers who retire at age 60 are ineligible for the National Early Retirement Major Medical Benefit, known as GA-46000. That means they go without healthcare coverage until age 65 when Medicare kicks in, which is a detriment to an earlier retirement.

Under the new agreement, GA-46000 will be provided to employees retiring at age 60 with 30 years of service. In addition, the carriers have agreed to eliminate the cap of \$75,000 in GA-46000 and to index it based upon the medical CPI, which is currently running at about 10% per year. This benefit will apply to existing retirees who are currently

Continued on page 9

Voices: How would you change on-the-job operations?



Paul Bigby II
L-32, Glendale, Cal.

"I'm an engineer on the Union Pacific and I've been working on the rails for more than 27 years. I think engineers and conductors should have more input. We know what we can, and cannot, do with our trains. Rather than run the engine by a formula, people in the cab should be allowed to decide how many engines or helpers are needed. Track, weather, sags, and steeper inclines aren't taken into consideration by the formula, and doing it by the book makes the trip a lot longer, creating greater potential for fatigue."



Mark Sears
L-1976, St. Paul, Minn.

"I've been on the Soo Line 26 years, working as a yardmaster since 1989. I'd change the way we're scheduled to work, with an eye on hours and days off. Things have gotten progressively worse and worse in this regard. The workload and stress are incredible, but what does it do to me is the split shifts and the different hours you work. You have no regularity eating or sleeping. Some jobs are under hours-of-service laws, but others aren't, and they just abuse you if they have no one to replace you."



José Sanchez
L-1563, El Monte, Cal.

"I've been a bus operator for LACMTA for more than eight years, and I've seen a lot of bias and stereotyping on the job that really hurts morale. The company has rules prohibiting that behavior, but it seems they're not being properly enforced. Instead of making more rules, I would have the company respect us as human beings. I would also put together more runs that work as straight time instead of split shifts, and have a place where those working split shifts could get some rest."



John Fitzgerald
L-1637, Wishram, Wash.

"I'm a BNSF general chairperson (GO-386). If I ran the railroad, I would ensure my subordinates demonstrated the utmost in integrity and honesty in actions and all communications with scheduled ranks. I'd utilize the knowledge and abilities of both scheduled and exempt employees, and I'd set the foundation for a true change in the railroad's culture to eliminate the militaristic styles. The only railroad that can be used as an example to date is the CSX under Mr. Snow, and that evolution is in the early stages."

RRB changes

Continued from page 1

under GA-46000. The NRLC has committed to try to obtain the same benefit for carriers not currently in GA-46000.

• Expansion of "widow(er)" benefits

Under the current railroad retirement system, the widow(er) is eligible for the full amount of the deceased spouse's Tier I benefit, but only 50% of the deceased employee's Tier II benefit.

Under the proposed change, the surviving spouse will be guaranteed an amount no less than the amount of the annuity that the employee was receiving the month before death. An eligible surviving spouse will receive the greater of the annuity the widow or widower would have otherwise received or the guaranteed amount. This guarantee will apply to all eligible surviving spouses upon enactment, and is a major improvement over House Resolution 52, which was introduced in Congress last year.

• No Tier II tax increase for employees

The agreement requires the carriers to automatically absorb any future tax increase necessary to keep the railroad retirement system solvent. The carriers agreed to accept any and all risks associated with a newly established investment board that would be permitted to invest railroad retirement trust fund assets like other large pension plans. Current law

restricts investment of assets to U.S. Treasury issues. By allowing assets to be invested similar to other large pension plans, the railroad retirement system should have higher returns and more funds available, which can then be returned to the parties in the form of improved employee benefits and decreased employer taxes. Rail labor and management will have an equal number of members on the investment board. In addition, the proposed changes include a provision that will automatically increase or decrease railroad retirement taxes as needed to maintain an adequately funded trust fund. The carriers, however, will fund any increases.

• Five-year vesting

An employee currently must have 10 years (120 months) of creditable railroad service to be eligible for retirement benefits. Under the agreement, the vesting requirement would be reduced to five years for employees currently in service.

• Repeal of retirement benefit maximum for long-term employees

Currently the total amount of railroad retirement benefits payable to an employee and spouse is limited to the Railroad Retirement Act Maximum (RRAM) geared to the employee's average monthly earnings prior to retirement. The RRAM amount is derived from the highest two years of creditable railroad retirement or social security covered earnings in the 10-year period ending with the year the employee's annuity begins.

When the benefit maximum is applicable, the reduction in earned annuities can be significant, and most often penalizes long-service

employees with moderate earnings, or employees forced to take buy-outs.

The number of retirees affected by this reduction has grown in recent years to where it currently affects 10% of awards.

Under the agreement, the RRAM would not only be repealed for future retirees, but also for retirees currently subject to it. Their annuities will immediately increase.

• Future improvements

The agreement calls for automatic future improvements if the retirement plan becomes overfunded. Should the plan assets exceed a level deemed by the Railroad Retirement Board to be more than adequate to pay benefits, employees and the carriers will split the surplus on a 50/50 basis. The carriers will be able to reduce their tax obligation, and the employees will have the choice of reducing their Tier II tax obligation, or using their share for benefit improvements, such as further age reductions or increased monthly annuities.

Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **Adolph Zarate** of LaPuente, Cal. Brother Zarate is a retired member of Local 1563 in El Monte, Cal., which represents workers employed by the Los Angeles County Transit Authority. These items are awarded every month by random drawing as a show of appreciation to the many members who have supported the UTU throughout the years. Congratulations to Brother Zarate!

Senior News

Warm-blooded retiree hosts Polar Bear Club

Some "snowbirds" flee winter to ring in the new year in a warmer climate. Retiree Program member **Jim M. Sofie** celebrates with an icy plunge in the waters of Lake Wanatchee near Leavenworth, Wash.



Sofie

A retired BNSF yardmaster from Local 1977, Seattle, Wash., Sofie isn't alone. Accompanying him are the members of the Polar Bear Club he started in 1992, who gather each New Year's Eve on fellow Retiree Program member Ray Zufall's dock to take an invigorating dip.

"He's a friend of mine," Sofie said in reference to Zufall, a retired BNSF switchman from Local 426, Spokane, Wash., who has yet to get into the swim of things. "He thinks I'm crazy."

The club, with 22 full-fledged members, began when a friend bet Sofie he could swim later into the fall than Sofie could, and then hoodwinked Sofie by taking a shower at the local state park and showing up with wet hair.

Despite the deception, Sofie was hooked, and his enthusiasm is contagious. The 66-year-old now swims every Friday from September through May.

"Members are required to take three swims between December 1 and March 31," Sofie said. "Those who do earn a T-shirt my wife and I designed. We also put out a flyer inviting others to join us, but mostly we draw spectators."

"I haven't had a cold or the flu since I started doing this," Sofie claimed. "Standing on the dock after a swim, it feels like it's about 10 degrees, but you feel young again."

Those interested in the club can contact Sofie at (509) 763-2197, or send e-mail to the club's secretary at <wishes12@get.net>.

Drug makers seek cease-fire; vow cooperation on Medicare

Pharmaceutical industry representatives have asked the White House to cease its assault on drug prices, and delivered a promise to work with the president and Congress to establish Medicare prescription-drug coverage this year.

The move represents a change for the industry, which in the past said the only way to provide drug benefits to Medicare beneficiaries was through health maintenance organizations (HMOs) and other private health plans that serve about 16% of those on Medicare.

But recently, drug company representatives softened their stance, saying they could accept legislation to provide Medicare drug benefits as a step toward restructuring Medicare.

At the heart of the matter is the drug industry's fear that government-subsidized drug cov-

erage could lead to efforts to set drug prices. Democrats are expected to take up the issue of coverage for prescription drugs in Congress and in election campaigns.

The drug company representatives indicated their statements to the White House reflect policies recently endorsed by the executive committee of their trade association.

White House officials said President Clinton would continue to push his plan for Medicare coverage. Under the president's proposal, Medicare would pay half of a beneficiary's drug expenses, up to certain limits. The maximum federal payment would start at \$1,000 a year and rise gradually to \$2,500 in 2008.

Observers believe the industry's move may indicate it sees Medicare drug coverage as inevitable.

Swiss rail tour adds more dates

With demand for tickets outstripping supply, the UTU Travelers Club has added a second set of dates for those interested in experiencing the upcoming **Swiss Rail Tour**.

In addition, whether participants are booked on the first, sold-out trip, slated for April 3-11, or the newly announced second trip, scheduled for April 5-13, they'll be getting a ride aboard the famous high-speed ICE train on their way from Interlaken to Zurich, a bonus that has been added to an already irresistible package.

Priced at just \$1,799 (based on double occupancy; add \$137 in taxes), this package may well represent the travel bargain of a lifetime. The itinerary will take participants from Chicago, Ill., through Frankfurt, Germany, to Zurich, Lucerne, Vitznau, Zermatt, Interlaken, Lauterbrunnen, Montreaux, Brienz, the

top of Mt. Rigi, through the 12-mile Lotschberg Tunnel, and to other memorable sightseeing attractions via jet, boat, train and bus. (This tour requires walking to and from trains and hotels in city centers.)

Members and their guests will particularly appreciate the European rail experience, which besides the ICE train, will include the Glacier Express; a "rack" railway to Gornegrat at an elevation of 10,272 feet; a cogwheel train to the top of Kleine Scheidegg; a visit to the highest railway station in Europe in the Eiger and Jungfrau mountains; and jaunts aboard the Salon Bleu and the Crystal Panorama.

For information, a complete itinerary and a reservation form, interested parties should act today by calling toll-free **1-888-280-7657**, or write to Lynn Westphal Tours, 33015 Hollow Tree Oval, N. Ridgeville, OH 44039.

THE FINAL CALL

Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Retiree Program members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
1	Girardo, Frank A.	Buffalo, NY	469	Pulliam, Robert D.	Belleville, IL	971	Elliott, Henry D.	Crewe, VA	1393	Szafanski, Edward B.	W. Seneca, NY
2	Rehberg, Herman F.	Toledo, OH	500	Ingelhart, Fred B.	Grand Junction, CO	974	Fraleay, Herman E.	Dechero, TN	1399	Poynter, James L.	Paris, IL
6	Whiteside, Eugene W.	Indianapolis, IN	556	Benson, James C.	Tacoma, WA	1035	Embry, James K.	Plant City, FL	1400	Major, Marcel J.	Is. Pond, VT
77	Foley, Albert	Wingdale, NY	645	Alfano, Andrew J.	Ronkonkoma, NY	1058	O'Brien, James E.	Nampa, ID	1402	Castleman, Edward L.	Dupo, IL
145	Crowder, Arthur L.	Columbus, OH	645	Kohlmeyer, Jr., Henry	Prt. Jefs. Sta., NY	1081	Short, Eugene T.	Ferndale, CA	1402	McDonald, Dorneal	E. St. Louis, IL
150	Durdan, John	Troy, MI	645	Petrone, Vincent F.	Greenbelt, MD	1083	Olehy, Edward W.	Villa Grove, IL	1413	Martin, Joseph H.	Bartonsville, PA
194	Holmes, Paul V.	Orlando, FL	650	Elvin, Walter E.	Worthington, MN	1129	Hunt, Haywood J.	Garner, NC	1422	Stone Edward M.	Norwalk, CA
195	Miller, Leroy	Indianapolis, IN	694	Young, Garry L.	Dunsmuir, CA	1175	Privette, Rodney A.	Saginaw, MN	1469	Castro, George	San Leandro, CA
200	Easton, Richard L.	N. Platte, NE	734	Tickfer, James D.	Niles, MI	1177	Gravley, Gene D.	New London, MN	1469	Paine Jr., James R.	Galt, CA
212	Zeilman, Philip C.	Albany, NY	762	Brown, Edgar B.	Montgomery, AL	1190	Mason, Beecher O.	Milford, OH	1477	Ryan, Leonard J.	Windsor, ON
215	Kell, James R.	Chambersburg, PA	762	Monk, W.A.	Menlo, GA	1216	Trimble, H.E.	Sparta, TN	1502	Thomson, John C.	High Springs, FL
219	Sanders, Marvin C.	Hannibal, MO	771	Crawford, Wallace R.	Fullerton, CA	1221	Smelt, George	Temple Terrace, FL	1517	Bastin, Beacher V.	Cincinnati, OH
233	Kirchner, Jr., Fred J.	Aberdeen, SD	772	Belue, George D.	Florence, AL	1241	Reese, Earl L.	Miles City, MT	1518	Bynum, Wayne W.	Indianapolis, IN
240	Cowell, Wilson F.	Hemet, CA	781	Cain, William M.	Haughton, LA	1245	Bartlett, William K.	Asheville, NC	1571	Neal Sr., Solon	El Paso, TX
240	Zander, Harry	Hemet, CA	830	Pusker, Nicholas W.	Harrisburg, PA	1263	Cothron, Glynn M.	Lake Park, GA	1614	Darsie, Richard D.	Woodbury, MN
265	Hemsley, Thomas A.	Pocatello, ID	832	Griben, Theron T.	Van Dyne, WI	1291	Dorman, Ira E.	Adamsville, AL	1629	Flowers Jr., Carl D.	Phoenix, AZ
281	McGowan, Albert A.	Milwaukee, WI	832	Thompson, Thomas M.	Superior, WI	1294	Roberts, Stanley C.	St. George, UT	1732	Hicks, H. Neil	San Leandro, CA
291	Coon, James L.	Jamestown, NY	866	Bateman, R.L.	Riverton, WY	1344	Buerkle, Leroy C.	Mandan, ND	1732	Jennings, Harold	San Jose, CA
300	Lynch, Bernard J.	Lester, PA	867	Warrington, James E.	Plains, MT	1361	Petratis, Alexander	Yonkers, NY	1736	Bengtsson, Erik A.	Waterford, WI
309	Updike, Richard M.	Tyrone, PA	904	Benke, Roy	Boonville, IN	1370	Dudek, Joseph C.	Jackson Hts., NY	1790	Eidson, Charles A.	Valdosta, GA
338	Payne, Earl E.	Tracy City, TN	904	Hilderbrandt, John E.	Evansville, IN	1373	Puscian, John	Morton, PA	1904	Robuck Jr., J.T.	Porter, TX
377	Smelko, Lawrence A.	Pasadena, MD	927	Rack, Bernhard	Indian River, MI	1375	Bradley, Charles J.	Philadelphia, PA	1917	House, Wilbur D.	Wellston, OH
419	Kulesa, Charles F.	Bellmawr, NJ	933	Duncan, James W.	Jefferson City, MO	1376	Seal, Donald B.	Sebring, FL	1917	McKenzie, Frederick D.	Cincinnati, OH
440	Gray, Dale E.	Nevada, OH	940	Wood, John H.	Louisville, KY	1390	Devine, Thomas J.	Forked River, NJ	1947	Mouton, Paul	Lake Charles, LA



Regional Meetings 2000

The UTU/UTUIA's Regional Meetings scheduled for this coming summer promise fraternalism, education and fun.

Each Regional Meeting lasts a full three days, with the President's Banquet on the evening of the third day.

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 dinner 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.

New this year are one-day registrations for those members who would like to attend the Regional Meetings but can't spare the time away from work or family. The cost of a one-day registration for any day is \$50. Payments for individual events, such as lunches and tours, can be made at each meeting.

Also new this year are registration procedures, with separate registration forms for members and guests. Additionally, credit cards are now being accepted for payment of Regional Meeting fees. At this time registration is not available on the UTU website.

Details on the UTU/UTUIA golf outings, which are held the Sunday morning before the first day of each Regional Meeting, will be announced soon. Each outing will cost \$80, which includes greens fees, golf carts and transportation from the host hotel. All courses require soft spikes and proper attire. Deadline for registration is two weeks prior to the outing.

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

June 12-14, 2000

Reno Hilton

2500 East Second St., Reno, Nevada 89595

Hotel direct reservations: (775) 789-2126

Toll-free reservations: (800) 648-5080

Reservation code: UTU Regional Meeting

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

Reservation deadline: May 1, 2000

Self parking: free; valet parking: tip only

July 10-12, 2000

Sheraton Hotel

2101 Civic Center Blvd., Birmingham, Ala. 35203

Hotel direct reservations: (205) 324-5000

Toll-free reservations: (800) 325-3535

Reservation code: UTU Regional Meeting

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

Reservation deadline: June 1, 2000

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

August 28-30, 2000

Minneapolis Hilton and Towers

1001 Marquette Ave., Minneapolis, Minn. 55403

Hotel direct reservations: (612) 397-4999

Toll-free reservations: (800) 445-8667

Reservation code: UTU Regional Meeting

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

Reservation deadline: July 20, 2000

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

Discount airfares available

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

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

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

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

UTU Regional Meeting Registration Form

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

Which Regional Meeting will you be attending?

Reno Birmingham Minneapolis

UTU Local _____

Name _____

Title (if any) _____

Name for Badge (if different) _____

Home address _____

City/State/ZIP _____

Daytime telephone number () _____

How will you be paying? By enclosed check

By credit card

Circle type of credit card VISA MasterCard

Credit card number _____

Date of expiration _____

Signature _____

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

Guest Registration Form

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

Which Regional Meeting will you be attending?

Reno Birmingham Minneapolis

Name _____

Name of Member _____ Local _____

Relationship to member _____

Golf Registration Form

Which golf outing will you be attending?

Reno Birmingham Minneapolis

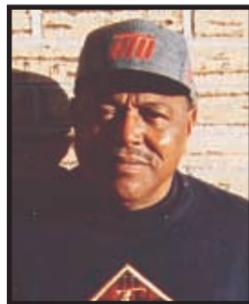
Name _____ Local _____

Address _____

City/State/ZIP _____

Handicap or average 18-hole score _____

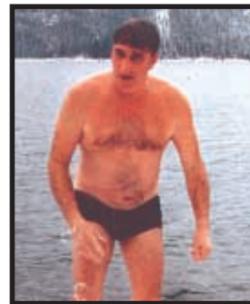
UTU News Look Inside



2 At age 68 and with no plans to retire, James Holmes holds the highest seniority on the former Southern Pacific (now Union Pacific) Gulf Division.



5 A nine-day lockout of BC Rail workers tested the resolve of employees during the holidays. General Chairperson Robert Sharpe explains the problems.



10 Retiree Program member Jim M. Sofie celebrates winter with an icy plunge in the waters of Lake Wanatchee in Washington. Why? See Page 10.

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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



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