

UTU News

The Official Publication of the United Transportation Union

WELCOME TO THE "VOICE OF TRANSPORTATION LABOR"

"When the UTU wins the representation election on the Union Pacific, and if the world does not end as the BLE predicts, can we assume the BLE didn't understand this process, or were they misleading us?"

- UTU Local 305 Local Chairperson Pat McFall



Unification Poster Inside:
**One Union
With the Power**

News & Notes

Pro-Amtrak legislation

WASHINGTON - On February 7, President Clinton released his fiscal 2001 budget that would fund intercity passenger rail programs at the \$989-million level authorized for Amtrak. The request divides this amount between two programs. The president's request for Amtrak is \$521 million in general funds. Separately, there is another \$468 million for a new "Expanded Intercity Rail Passenger Service Fund," to be available for Amtrak and/or states. This fund would draw from part of the \$3 billion in gas-tax revenues the federal government now projects that it will collect in 2001 in excess of estimates used in TEA-21.

Unfortunately, there is big opposition to the \$468 million in the Senate Environment and Public Works Committee and the House Transportation and Infrastructure Committee, which control use of gasoline tax revenues. Many legislators think that excess gas-tax revenues, even at the \$3-billion level, should all go to highway programs, even if passenger rail starves.

Negotiations scheduled

Contract negotiations between the UTU and organized Renzenberger employees in Kansas and Missouri should begin soon. Alternate Bus Vice President Percy Palmer was scheduling dates with company representatives as this issue of the *UTU News* went to press. Negotiations should also begin shortly for school bus drivers and aides at Delco School Bus in Darby, Pa., as UTU representatives there are making final adjustments to their contract proposals.

Also, the UTU is seeking to be recognized by Milepost, the company which acquired the van-service business of the former Renzenberger operation in Southern California, reports Bus Vice President Bernie McNelis. Should the company fail to recognize the UTU, McNelis said the union would take appropriate action to secure representation.

UTU reaches deal with carriers to end "cramdown" in mergers

Deal gives union right to pick which labor contract will apply

CLEVELAND - The United Transportation Union (UTU), North America's largest rail-transportation union, has reached an historic agreement with the nation's major railroads for legislation that will provide better protection for workers affected by merging railroads.

The UTU and the Class I railroads represented by the National Carriers' Conference Committee (NCCC) have agreed to end "cramdown" during railroad mergers. "Cram-

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down" is the practice of railroads overriding or modifying collective bargaining agreements in the implementation of consolidations, mergers, and acquisitions of control under Section 11323 of the Interstate Commerce Act.

The agreement and statute will give the union the right to pick which contract applies.

"This is the real thing and we believe it will

NMB decision

As this issue of the *UTU News* goes to press, the special three-person panel of labor-relations experts at the National Mediation Board is preparing to release its decision regarding a representation election on the Union Pacific Railroad.

The decision was expected to be released on March 1. As soon as the decision is made public, it will be posted on the UTU website at <www.utu.org>.

The UTU is preparing to print a special edition of the *UTU News* which will contain the NMB decision and comments from International President Charles L. Little on the matter.

Check the UTU website daily for the latest information.

act as the template for other unions interested in ending cramdown," said Charles L. Little, UTU International president. "Now unions cannot be beaten out of favorable collective bargaining agreements by the railroads using the exemption provision in the Interstate

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Hearing set on rail mergers

WASHINGTON - In the wake of the proposed Canadian National (CN) Railway merger with Burlington Northern Santa Fe Corp. (BNSF), the Surface Transportation Board (STB) is holding an unprecedented four-day

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public hearing beginning March 7 on consolidation of the North American railroad industry.

Never before has any announced railroad merger met with so much early opposition. More than 160 witnesses have asked to participate in the hearing, including other Class I railroads, shippers, and unions. The UTU, which is the only rail-transportation union to announce its opposition to the merger, will present testimony.

Opposition is also mounting in Canada,

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BNSF cancels maligned policy

CLEVELAND - Burlington Northern Santa Fe Railway Company (BNSF) announced in early February that it has canceled its Availability Policy.

BNSF said it has taken this action after more than two months of discussions with the United Transportation Union and the Brotherhood of Locomotive Engineers.

The BNSF is instead implementing a new attendance policy.

"The goal of these guidelines," the carrier said, "is to ensure that train, yard and engine-service employees work full-time, with reasonable time off."

BNSF says the new policy is based on input from TY&E employees, the UTU and the BLE.

"Train, yard and engine employees are key

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Around the UTU

News from around the U.S. and Canada

Local 4, Charny, Q.C.

Secretary and Treasurer **Louis-François Garceau**, legislative representative and secretary of the Quebec Legislative Board, recently celebrated 25 years as a UTU officer. He first won office as chairperson of Local 1288 in Senneterre, Q.C., and has held offices since.

Local 23, Santa Cruz, Cal.

Best wishes are extended to **J. David Lyall**, known locally as "Chairman Wow," who took early retirement from the Santa Cruz Metropolitan Transit District one day after his 51st birthday. One of the local's founding activists, Brother Lyall still works on the local's website at <<http://www.cruzio.com/~dlyall/local23.html>>.

Local 168, Chicago, Ill.

Secretary and Treasurer **L.T. Channing**, an Operation RedBlock captain, recently completed two days of specialized post critical incident stress management (PCISM) training with fellow Amtrak conductor **Anne Sedlack** (L-1525, Carbondale, Ill.). "Our local is especially sensitive to these issues," Channing said. "The incident in Olmsted Falls, Ohio, where two of our members were brutally slashed by a knife-wielding passenger, had a tremendous effect on the rest of the crew."

Local 324, Seattle, Wash.

A tentative agreement for part-time bus operators at Evergreen Trails was put out for ratification as this edition reached deadline. The agreement places part-time operators in the same contract with full-time operators, according to Vice President and Bus Department Director **Bernie McNelis**, who noted negotiations will re-open in September.

Local 465, Gillette, Wyo.

Following the local's regular monthly meeting in January, members held a chili feed in honor of **Larry Timkar**, who retired after 42 years of rail service, according to Local President **Billy Montgomery**. Timkar began working on the Rock Island Railroad in 1958. Best wishes are extended to Timkar and his wife **Jo**.

Local 770, Heavener, Okla.

The annual Christmas party raised support for the Women's Crisis Services Shelter in Heavener, Okla., according to Legislative Representative **Tommy Robinson** and his wife **Kim**. In 1998, the local collected \$250 for the shelter, and this year held a drive to donate canned foods, turkeys, hams and candy. More than 100 attended this year's event, and plans are being made for a family picnic.

Local 771, Needles, Cal.

Brakemen and conductors working a BNSF combination extra board are reminded by **Douglas R. Gordon**, editor of their newsletter, *Bake Head News*, that monthly meetings are held the first and third Tuesdays of the month at the Tri-State Alanon Club Bldg., 801 B Street in Needles, Cal. Members also can stay abreast of developments by accessing the local's website, maintained by **Glen A. Williams**, at <<http://www.bakehead.com>>.

Local 1042, Oklahoma City, Okla.

Members are mourning the death of **Merrl Moody**, a long-time UTU member and strong supporter of the union, who passed away January 19. Brother Moody, well liked and respected, will be missed by all. He is survived by his wife Judi and his children.



Bruce A. Klaassen (left) and Bob Pearson of Local 1177 in Willmar, Minn., eye one of the new lanterns developed with the input of unionists from various crafts that BNSF workers soon will be evaluating.

Unionists' ideas light way to safety

A better lantern soon will be available for evaluation by rail workers on the Burlington Northern Santa Fe (BNSF), according to **Bob Pearson**, who credits development to the input of a group of concerned unionists, including members of Local 1177 in Willmar, Minn.

Pearson, the local's legislative representative, believes nationwide adoption of the new lantern would result in greater safety, and wants the Association of American Railroads (AAR) to know a tool is available that he believes "is far superior to what we have now."

Back in 1996, Pearson was signaling an engineer with a standard Star Model 292 lantern, which had replaced the discontinued Model 222. When asked why he was slow in responding to the signals, the engineer explained "the lantern had a visibility problem," Pearson said. "You would have to walk backwards for the signals to be seen well, a dangerous practice that would violate safety rules."

Approaching a safety team about the problem, Pearson was invited to participate in a project already underway that was aimed at designing a better lantern.

"I started offering input at the group's second meeting, where Al Herrington of AG Design & Associates unveiled drawings for a prototype," said Pearson. "Among other innovations, Herrington had designed a carbon monoxide detector that's used in rail tunnels. Using our suggestions, he designed the new lantern."

Pearson emphasizes the end product resulted from the ideas of numerous individuals from all crafts, including the innovative "light collection cage that makes it appear you're carrying a ball of fire. That idea came from **D.H. Jones** of Local 564 in Cleburne, Tex.," he said.

"I don't want credit for designing this lantern," Pearson said. "All I want is a lantern that works."

Local 1413, Jersey City, N.J.

Members have offered suggestions for a Section 6 package to be served soon to Port Authority Trans-Hudson Corp. (PATH) management, according to General Chairperson **Raymond E. Arenas**. Members recently helped win the property its second consecutive Outstanding Achievement Award from the American Public Transit Association. Meanwhile, plans are coming together for a joint New Year's 2001 ball to be held with the conductors working on New Jersey Transit.

Local 1462, Boston, Mass.

Members offer their best wishes to conductor **Earl L. Fiske**, who has decided to take a well-deserved retirement, said Secretary and Treasurer **Dave Bowe**. Meanwhile, the local is co-sponsoring with **Local 262** (Boston) the Third Annual **Billy Flaherty** Railroaders' Hockey Championship on April 22, pitting Amtrak MBTA Commuter employees against Amtrak InterCity workers to raise funds for Amtrak employees battling cancer and other diseases. This year's game is dedicated to Local 262's **Dave Fowkes** and others who recently passed away. Those interested in playing or helping out should contact **E.B. Radovich** (L-1462) at (617) 823-4407, or Paul Torosian at (508) 528-3965. Donations should be made payable to BF HOCKEY and sent to 420 Chestnut St., Franklin, MA 02038.

Local 1582, Albany, N.Y.

Custodians, building maintenance personnel and operations and parking employees of the AGI group overwhelmingly ratified a new three-year agreement last month that brings a \$1-an-hour wage increase retroactive to December 1999 and a similar increase over the next two years, as well as pension enhancements, safety payments and other improvements.

Local 1778, N. Vancouver, B.C.

Members recently ratified a three-year pact along with others working under the Council of Trade Unions (CTU) banner, said Secretary and Treasurer **David Moorhouse**. The pact, retroactive to December 31, 1997, came in the wake of a nine-day lockout that ended January 5, 2000, when BC Rail came to terms with the CTU, whose Chairperson **Robert Sharpe** also serves as UTU general chairperson and UTU alternate international vice president.

Local 1957, Silsbee, Tex.

Among the roughly 100 who attended the local's recent barbecue, raising more than \$400 for the Silsbee Fire Department, were General Chairperson **Paul Tibbit**, UTUIA's **Lawrence Chappell**, Operation Lifesaver's **Robert Ivey**, and **Steve Young** and **Andy Corolla** of sponsoring Designated Legal Counsel **Helm, Fletcher, Bowen and Saunders**, said Local President **Mike McCauley**. Details about the upcoming educational seminar are available from McCauley by calling (409) 755-4601 or by referring to the local's website at <<http://www.local1957.org>>, where an article notes BNSF conductor **James Holmes**, featured in these pages last month, was misidentified as a UP employee.

GO-049, Jacksonville, Fla.

Members of the B&O general committee of adjustment (GCA) are mourning the death of former Vice General Chairperson **John S. McGary**, who passed away January 25. Brother McGary's 30 years of service included 16 as chairperson of Local 1374, New Castle, Pa. He also was secretary and vice general chairperson of the B&O GCA until his retirement in 1985. He is survived by three sons.

Auxiliary of the UTU

Members are mourning the death of Past International President **Catherine I. Smith**, who passed away at age 84 on January 13. Auxiliary president from 1967 through 1994, she worked for the organization's goals for many years prior to holding office.

State Watch

News from UTU State Legislative Boards

Arizona

State Legislative Director **Scott Olson** reported that the following UTU members were elected to the state's legislative board at its quadrennial meeting in January: Assistant State Director **David Shearer** (1629), Chairperson **Steve Coffey** (1081), Vice Chairperson **Charlie Loud** (1800) and Secretary and Engine Service Officer **Mark Marquez** (151).

Guests at the meeting included Vice President **Dan Johnson**, U.S. Rep. Ed Pastor, State Attorney General Janet Napolitano, State Senate Assistant Minority Whip Chris Cumiskey, Arizona AFL-CIO Secretary Chuck Huggins, and U.S. Congressional candidates Stuart Starky (D) and David Mendoza (D).

Also present at the meeting was UTU Designated Legal Counsel Lloyd Rabb, who presented information on laws pertinent to UTU members and the importance of TPEL.

A legislative manual by the UTU State Directors' Association was issued to all in attendance, as was a directory of all state office holders.

Olson gave credit to Loud for his time and effort in formulating a guide with information on TPEL, alcohol and drug testing, and recommendations for families of members injured on the job. Copies of the guide were provided to legislative representatives to be distributed to members throughout the state.



Members of UTU Locals 306, 329 and 867 greet U.S. Secretary of Transportation Rodney E. Slater, fifth from left, outside of the Boone and Scenic Valley Railroad station in Boone, Iowa.

Ohio



Newly elected UTU local legislative representatives gather in Columbus, Ohio, on Feb. 7 for a special training seminar presented by the Ohio Legislative Board. The seminar, which was led by Assistant Director **Joe Boda**, emphasized the need for pro-active representation and outlined the manner in which safety violations are filed at the federal (FRA), state and local levels. "Instructing our legislative representatives on the responsibilities charged to their office and the importance of handling those responsibilities in a timely and efficient manner is not only beneficial to them, but to all of the members they represent," said State Legislative Director **Bill Thompson**. Pictured clockwise, from left front, are **Dave Myers** (601), **Tom Gruzinski** (1661), **Lenny Conetsco** (27), **Robert Smith** (1397), **Joe Boda** (693), **Glenn Newsom** (1549), **Joe Turner** (440), **James Tschour** (138) and **Kenneth Mackey** (991).

Iowa

On January 17, the Iowa Legislative Board sponsored a reception and informational meeting with U.S. Secretary of Transportation Rodney E. Slater aboard a special coach car at the Boone and Scenic Valley Railroad in Boone, Iowa, reported Director **Pat Hendricks**.

The two-hour session was attended by members and officers of three Iowa locals, who were provided the opportunity to ask questions of Slater and to discuss their concerns. They presented Slater with a "UTU and Proud" baseball cap and several UTU lapel pins.

"This was a rare opportunity for our members to meet with a member of the cabinet of the President of the United States," said Hendricks.

Tennessee

The state legislative board last month was successful in getting the state Senate to pass the UTU-drafted "minimum train crew bill," but Director **Jerry Anderton** said the union still faces an uphill battle in the House Transportation Committee.

"The railroads, especially the NS and CSX, are opposing this with all means at their power, including misrepresentations of our current crew consist agreement on CSX," Anderton said.

Local legislative representatives from around the state were bused to the Capitol the day of the vote to lobby senators for passage of the measure, Anderton added.

He also thanked state AFL-CIO President Jim Neeley for his assistance in getting the bill passed by the state's Senate Transportation Committee, which helped ensure passage by the full Senate.

Missouri

The 2000 Missouri Legislative Board reorganization meeting was held January 26-27 in Jefferson City, Mo., and the following UTU members were elected to office: Legislative Director **W. Larry Foster** (226), Assistant Director **Curt Jones** (5), Chairperson **Andrew L. Kinne** (1403), Vice Chairperson **Donald F. Davis** (1388), Alternate Vice Chairperson **Kenneth D. Backes** (1216), Secretary **Steve W. Loucks** (947) and Alternate Secretary **Harold E. Davidson, Jr.** (1780).



Members of the Missouri State Legislative Board line up for a photograph during a break at the board's reorganization meeting. They are, from left, **Harold Davidson**, **Donald Davis**, **Curt Jones**, **Larry Foster**, **Steve Loucks**, **Kenneth Backes** and **Andrew Kinne**.

Bus Department

By **Bernie McNelis**

Proposed rule toughens testing

As recently reported, the Transportation Department issued a notice of proposed rulemaking that attempts to screen out poor lab tests and expand the number of drugs that could disqualify safety-sensitive employees from their jobs.

The new rules would detect substitute drugs and make medical personnel who perform the tests accountable for their actions.

Under the new rules, medical personnel who do not perform the substance abuse tests according to federal standards would be barred from doing tests in the future.

The new drug-testing rules are aimed at safety-sensitive workers who try to get around the testing rules by using substitute drugs. The new tests also will find adulterants, which refer to chemicals similar to traditional drugs but with a slightly different composition which, as a result, do not show up in laboratory tests.

The Transportation Department's drug and alcohol advisor reported recently that the rate of attempts by safety-sensitive workers to use substitute drugs has increased. According to the Transportation Department, both new applicants and employees are doing adulteration. Adulteration of a specimen, according to federal rules, is the same as a refusal to test and subjects the employee to the same consequences as an employee who tests positive.

The United States Department of Transportation and the Department of Health and Human Services have authorized all laboratories to test for adulteration and foreign substances.

If you need help with a drug or alcohol problem, get it. Using adulterants to hide a problem won't work anymore, and could cost you your job.



Yardmasters

By **Don Carver**

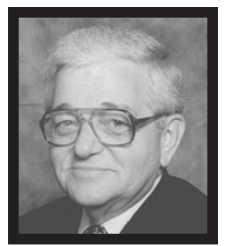
Yardmasters ratify contract

Amtrak yardmasters have ratified the proposed contract. Part of the new contract is the establishment of yardmaster positions at locations where Amtrak has opened package-handling facilities. These new positions are a direct result of an experimental agreement the committee entered into with Amtrak at Toledo, Ohio. The experimental agreement proved to be successful for the membership and Amtrak. We should never be reluctant to seize an opportunity to expand work opportunities for our members.

Norfolk Southern (NS) yardmaster committees are negotiating on a system agreement to cover the territories under the jurisdiction of former Southern Railway and Nickel Plate committees, as well as the portions of the former Conrail territory acquired by the NS. Southern Railway General Chairperson W.B. Headrick, Jr., (GO-346) and Nickel Plate General Chairperson R.J. Cooper, (GO-348) held negotiating sessions with the NS in Norfolk, Va., February 15-17. Negotiations will be continued March 16 and 17. The goal of these negotiations is to enhance contractual benefits and establish uniform handling of yardmasters system-wide.

The UTU National Negotiating Committee held sessions with the National Carriers' Conference Committee on February 23 and 24. Additional negotiating sessions are scheduled for March 13-15, 2000.

We are looking forward to the Regional Meetings this year. The International has developed a curriculum of educational and informative workshops. Attending one of the Regional Meetings should be at the top of your priority list this summer. The UTU leads transportation labor in training officers and educating its membership. Make plans to attend the meeting near you.



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

Historic cramdown deal

Too often the word “historic” is used when nothing “historic” really happens. But in the case of the agreement the UTU reached with the National Carriers’ Conference Committee (NCCC) in mid-February to end cramdown in rail mergers, “historic” is the right word.

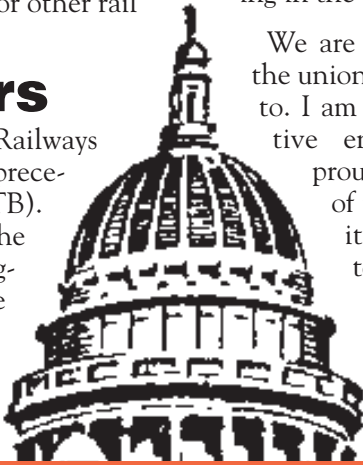
What makes this deal special is that it will give the union the right to pick which contract applies. That means the carrier can no longer choose the contract that is better for them but worse for union members. In effect, the carriers can no longer “cramdown” the throats of UTU members inferior contracts. And if the union fails to select an agreement within a certain time frame, an impartial arbitrator will pick the agreement most beneficial to employees with regard to rates of pay, rules, working conditions, and crew consist agreements.

What also makes this deal special is that all of the American railroads belonging to the NCCC – Union Pacific, BNSF, CSX, Norfolk Southern, Kansas City Southern – have agreed to be bound by its terms until Congress approves a statute to turn this into the law of the land. That means we are protected, beginning now.

Ending cramdown is a major issue for rail labor. After an agreement late last year between the Association of American Railroads and some unions providing for a cramdown moratorium collapsed within a day, it became imperative to do something positive to solve this impasse. This agreement between the UTU and NCCC, which can be adapted to the specific concerns of different historical crafts, goes far beyond a moratorium and takes us to the finish line. It is our hope that it will be a template for other rail unions, and will lead to quick action by Congress.

STB hearings on mergers

The merger announcement between Canadian National Railways and Burlington Northern Santa Fe Corp. has spawned an unprecedented hearing before the Surface Transportation Board (STB). More than 160 witnesses have asked to testify, including the UTU, the only union to announce its opposition to the merger. It’s a good move for the STB to take a serious look at the consolidation of the North American railroad industry and what it means to the future. It’s a good sign that both the U.S. and Canadian governments are taking a good, hard look at this deal and what it means to working railroaders and their families.



WASHINGTON WATCH

By James Brunkenhoefer

Rail executives could learn from young Mary Jones

To Mr. Railroad CEO:

As you are aware, there will be a hearing soon on major railroad consolidations at the Surface Transportation Board. Among the topics will be the downstream effect of the Western railroad mergers. I would like to offer you some advice for the hearing.

Conductor Bill Jones has a daughter, Mary, in the second grade. Young Mary spent part of last summer operating a lemonade stand. Mary learned first-hand about competition, marketing, sales, and, most importantly, customer service. I would suggest that you call young Mary in as a business consultant. There is a lot you could learn from her.

For example, in reviewing the list of proposed witnesses for the hearing, it appears that your dissatisfied customers will dominate it. Mary would not have let that happen.

The STB has done a good job of trying to protect the industry. It recognizes that, even though you have problems, we cannot allow those problems to lead to a disintegration of the railroads. The STB has worked very hard at protecting the industry against re-regulation and ill-conceived congressional action. It has deflected a great deal of shipper anger but it hasn’t been able to protect you from yourselves.

One group that is not on the witness list is the American Trucking Association (ATA). You see, they have no complaints. While you play the games of trading traffic back and forth between yourselves, the members of the ATA take your business and keep it. Oh, every once in awhile there is an exception. But the rule is, while you fight each other, they win and you lose.



Embrace the future

It is time to quit talking about what is bad and to start focusing on what is good.

It is time to quit all of the “trash talking” that has gone on over the last two years specifically – as well as the last 30 years generally – about either the UTU or the BLE.

It is time to stop inciting and to start educating about the real issues that threaten our way of life and our jobs.

It is time to talk about the real issues we will be facing in the next 30 years.

It is time that everyone – UTU and BLE – opens their minds to what one strong union can do to provide a better and more secure future working on your behalf.

The bottom line is that one union does need to exist representing all historical rail operating crafts, as well as other transportation workers.

All of the heated rhetoric is nothing more than red herrings that are keeping us from focusing on the real issue – the very issue of maintaining our way of life working in the transportation industry.

We are all justifiably proud of the unions, and crafts, we belong to. I am proud to be a locomotive engineer. We can all proudly say we are members of the UTU and BLE, but it is now more important to protect our jobs and our families by understanding that we all should be represented by one union with the power to stand up

against the carriers in the 21st Century.

It is very clear that rail labor cannot continue down the same dysfunctional and antiquated path of splintered union representation that benefits nobody other than the carriers.

Only by joining together under one union can we avoid assisting the railroads in their efforts to whipsaw the UTU and BLE into bidding against each other.



By Byron A. Boyd, Jr.

Unifying all historical crafts – locomotive engineers, conductors, switchmen, trainmen –

under one union banner will help maintain a way of life that pays well and supports the families of tens of thousands of union members who embrace dangerous and gritty work that tests the human spirit.

By unifying, we will help each craft maintain true autonomy while protecting each other against the encroachment of technology that seeks to replace man with microchips and machines.

What is really at stake is continuing a way of life – your life!

That should be more important than propping up organizations whose best days are better left to the history books.

It is time to put aside past animosities and to embrace the possibilities of a unified future.

The more important issue is what the railroads will continue to do to two separate operating craft unions in the future, and what one union – unified in solidarity – can do for all operating craft employees in the 21st Century!

You see, the members of ATA don’t have to build the highway system, they don’t have to maintain that system and they don’t have to pay taxes on it. Your friendly national, state and local governments provide it all. And although truckers do pay a pittance of taxes for the right to tear up our roads, while polluting much more than any car or train, the owners of the automobiles, who are trying to keep out of their way, pay for almost all of it. Look out the window of your chauffeur-driven limo and see your competition buzz by fueled with their enormous government subsidy while you sit back and rail against government intervention. Your business continues to refuse to accept one penny of federal support, while your competition comes to Washington every day and carries home billions.

You will never win this game if you continue to wear rose-colored glasses and live in an unrealistic world of competition. Some would question whether or not your ideas of competition with the truckers are drug-induced. Hello? All of your competition in this country gets a lot of subsidies from the government: the airlines, the barge lines, as well as the truck lines. Even Mary lets her parents pay for her raw materials.

Wall Street has been watching you. They don’t believe that you are going to grow the top line and move into an exciting new millennium. They act like you are on the verge of the 1970’s. You do not impress anyone with your efforts to drive your stock up through buybacks and cutting your investments in capital expenditures. We know your next move; you have done it before. It will be to cut everything, including us.

Don’t wait too long to call young Mary. She seems to understand a lot more about competition and customer satisfaction than you do. I am sure that she can be very helpful. And I know she wants you to be successful so that her dad can keep his job.

Consider these points in representation election

Here is a letter written by Pat McFall, UTU Local 305 local chairperson for locomotive engineers, to all BNSF and other concerned locomotive engineers.

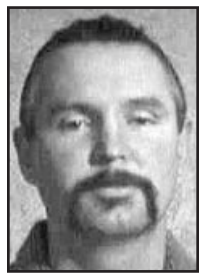
A BLE local chairman on the Union Pacific Railroad says on the BLE website that, after the UTU wins the election on the UP, there will be no union contract and locomotive engineers will only make \$20,000 a year.

When the UTU wins the representation election on the Union Pacific, and if the world does not end as the BLE predicts, can we assume the BLE didn't understand this process, or were they misleading us?

The National Mediation Board (NMB) and the UTU tell us that all contracts will remain in effect. That is the law of the land under the Railway Labor Act. The difference is that only the UTU will be allowed to enforce past BLE contracts and sign new ones for locomotive engineers. That is how it was done in previous cases. This would be vice versa if the BLE wins.

The day after the election will not bring the end of the world, as the BLE claims, and, in fact, most of us will not even notice a twitch of difference. The expectations are for improved future negotiations with the railroads, and an end to separatism, backstabbing, blame, and scapegoating.

This vote is about our long-term future. I support one union with historical craft autonomy. Consider this:



McFall

1 Railroads will still be required to present contracts to the historical crafts for a separate vote, thus the checks and balances are still there. All crafts will still be separately hammering away at the railroads' indifferences. But the backstabbing will be replaced with a united

front. I support unity.

2 President Little, and most of the pre-85 UTU members, could easily just wait out their remaining years until retirement playing golf and hanging out. **This vote is not about him; it is about your future.** The benefits of this vote will show long after President Little and most of the current International officers are long gone. Any argument about how they are just trying to take care of themselves is off base. They could easily skate right into an easy retirement at our expense. Instead, however, they are putting it all on the line and acting like "visionaries."

3 Two of the three top UTU International officials are locomotive engineers. We have more vice presidents who are locomotive engineers than the BLE. Also, the UTU's political action committee, TPEL, is headed by a locomotive engineer. The general chairperson of one of the largest UTU committees on the UP which represents trainmen is a locomotive engineer, as are local chairpersons that head trainmen committees. Would they be out to destroy their own craft? It's a matter of trust, and I trust unity, with craft distinction.

4 Ebb and flow between crafts is the UTU position with the NMB. Don't be misled by overzealous BLE members or officers. Just as airline flight engineers, co-pilots, and pilots are different crafts, they flow from one position to another as their seniority allows. **Locomotive engineers will still do locomotive engineers' work, and conductors will still do conductors' work.** Ebb and flow is the argument. I support unity and one railroad union. The FRA recognizes each separate historical craft, as does the Railway Labor Act, and on none of the previous railroads where this has been done has any railroad been successful in using the NMB ruling on representational issues to consolidate historical crafts. The BLE's argument is based on "what if?" The UTU's is based on precedent and documentation.

5 If the BLE wins, they have no craft distinction, no craft autonomy. The BLE offers simple majority rule with no craft protection, no united crafts. The UTU already had in place a system that protects each craft's autonomy, but unites us into one union. I support unity with craft distinction.

6 Since 1969, when the UTU was formed from four crafts, **historical craft autonomy has been maintained.** I support one union, with craft distinction.

7 I have never been to a UTU meeting where they have dumped on the BLE, or locomotive engineers. But I left the BLE after **tiring of the constant and cruel dumping on the UTU**, and their blaming them for everything. I have always supported one union.

8 We will be faced with this vote, one way or another. I believe the UTU leadership will find a way to make a vote happen. In the past, the UTU (1969, 1982, and even the BLF&E in 1948) has offered to step down, merge, start a new union, or meet to discuss ending the backstabbing and scapegoating, but it never works. I support one union.

9 There will be no such thing as not voting. If you do not send in a ballot, it is a vote for becoming a non-union railroad. No matter how cynical you are, your actions will be a vote; you cannot avoid taking responsibility. This is unlike any other election. I am not comfortable with the situation either, but anything worth obtaining has a risk. I support one united union among all crafts, with historical craft distinction.

10 I think both sides have valid issues without resorting to lies or distortions. One thing is for sure: **not voting is a vote for non-union.** There is no distancing yourself from this; make a choice, vote, be informed.

11 What else could the UTU have offered the BLE to unite? When the UTU and BLE were discussing forming a new union, the UTU offered all of its UTU locomotive engineers, hostlers, engineer trainees, leadership, enginemen, etc., to them for the sake of unity. No lodges, BLE divisions, or BLE officers were to be eliminated. Only the UTU-E committees were in jeopardy, and we were willing to do it for the sake of unity and our conductor brothers. Some UTU-E members were furious at the UTU leadership over this offering to the BLE, but I supported the one-union concept.

12 The BLE thinks the UTU membership should vote on our legal department's NMB brief. In the U.S.A., the greatest democracy in the world, delegates and elected officials make policies, laws, city ordinances, and elect presidents. They then are accountable to us at every election. We elected every one of our delegates after the NMB petition was made, and they elected our International officers on the platform of one union last August in Miami Beach by either an overwhelming landslide or by acclamation. Every time this issue is mentioned at Regional Meetings, the room comes alive, standing ovations, cheers, whoops and hollers. I support one union.

13 Regardless if you think the risks are what the BLE indicates, or as the UTU indicates, one thing is for certain: **we cannot continue down the same old path.** Each union blaming the other; secret and separate negotiations; neither side knowing or telling what the other is doing; and then placing obstacles in each others' path, not for the members' sake, but to better enhance their union's position to obtain the other union's members. When the "marriage" was called off things were said and done by both unions that cannot be taken back. We are faced with this NMB action, like it or not. It cannot be erased. I am not comfortable with this turn of events either, but we must deal with it. I support one union, with historical craft distinction.

14 The UTU Insurance Association (UTUIA), UTU credit cards, and other **activities have helped keep our International membership dues 25% lower than the BLE's International dues.** The BLE has recently indicated they are interested in these approaches to revenues, too. These revenues help pay for our state-of-the-art, high-tech training facility on wheels, *Membership I*, as well as officer salaries, office space, and much more. Check out our UTU website, www.utu.org, for details.

I support one railroad union.



California Assistant State Legislative Director Mike Anderson, left, and Local 492 Secretary and Treasurer Daryl Stinchfield, right, meet with Art Torres, chairman of the California State Democratic Party, during the California State Democratic Convention, which was held February 11-13 in San Jose, Calif. Approximately 1,650 delegates from around the state attended the proceedings, along with Vice President Al Gore, former Sen. Bill Bradley, Senators Dianne Feinstein and Barbara Boxer, and Gov. Gray Davis. Anderson and Stinchfield, both delegates, serve as chairperson and treasurer, respectively, of the Placer County Democratic Central Committee.

California endorsements

California State Legislative Director J.P. Jones urges members in the Golden State to vote for the following candidates on March 7 (incumbents denoted with *; no recommendation in districts not listed):

- | | |
|---------------------------------|-------------------------------|
| President | 13 Fortney "Pete" Stark (D)* |
| Al Gore (D) | 14 Anna Eshoo (D)* |
| U.S. Senate | 15 Mike Honda (D) |
| Dianne Feinstein (D)* | 16 Zoe Lofgren (D)* |
| House of Representatives | 17 Sam Farr (D)* |
| Dist. | 18 Gary Condit (D)* |
| 1 Mike Thompson (D)* | 20 Cal Dooley (D)* |
| 4 Mark A. Norberg (D) | 22 Lois Capps (D)* |
| 5 Robert Matsui (D)* | 24 Brad Sherman (D)* |
| 6 Lynn Woolsey (D)* | 26 Howard Berman (D)* |
| 7 George Miller (D)* | 27 Adam Schiff (D)* |
| 8 Nancy Pelosi (D)* | 29 Henry Waxman (D)* |
| 9 Barbara Lee (D)* | 30 Xavier Becerra (D)* |
| 10 Ellen Tauscher (D)* | 32 Julian Dixon (D)* |
| 12 Tom Lantos (D)* | 33 Lucille Roybal Allard (D)* |
| | 34 Grace Napolitano (D)* |
| | 35 Maxine Waters (D)* |
| | 37 Juanita McDonald (D)* |
| | 42 Joe Baca (D)* |
| | 46 Loretta Sanchez (D)* |
| | 49 Susan Davis (D) |
| | 50 Bob Filner (D)* |

Cramdown

Continued from page 1

Commerce Act.”

The agreement, which other rail unions are studying, will be presented to Congress in the form of a statute for approval. Until it becomes law, however, the Class I carriers belonging to the NCCC have agreed to be bound by its terms. Those railroads include Union Pacific, Norfolk Southern, CSX Transportation, Burlington Northern Santa Fe, and Kansas City Southern.

“We believe that other forward-thinking rail unions will sign on,” said Little. “This goes

way beyond a moratorium on cramdown and takes us to the finish line in one bold stroke.

“Where there is more than one collective bargaining agreement, the union – not the carrier – will pick which contract applies,” said Little. “If the union fails to select an agreement within the time frame for negotiations contained in the New York Dock conditions, an arbitrator will pick the agreement most beneficial to employees with regard to rates of pay, rules, working conditions, and crew consist agreements.”

In regard to seniority, while seniority districts/territory boundaries will be subject to modification, that modification “shall not, however, cause employees who were in service

on the effective date of the consolidation or coordination to lose their seniority date on any territory where they previously held seniority and they shall be permitted to exercise such seniority.

“However, employees cannot be forced to a new location until they exhaust all seniority at their home location,” according to the agreement. For the operating crafts, the agreement also states: “Provisions relating to seniority of all employees involved in the consolidation or coordination shall be integrated by agreement between the involved carrier(s) and organization(s) with disputes resolved by an arbitrator. Train service rosters and engine service rosters shall not be consolidated with each other.”

Rail mergers

Continued from page 1

where UTU Canadian Legislative Director Tim Secord has asked that hearings be held on the proposed merger. “We have asked the Canadian government to actively look at the repercussions of the merger and how it will affect our members,” Secord said.

The co-chairman of an important Canadian parliamentary committee studying the planned CN/BNSF merger said that, despite comments by CN’s CEO Paul Tellier, the deal is not a fait accompli. Winnipeg South member of Parliament Reg Alcock said that his committee will give the deal a lengthy examination and will recommend legislation to block the deal if he sees fit.

Alcock said he was concerned about recent statements Tellier made that suggested the deal was as good as approved. Said Alcock, “These rails run under Transport [Canada] legislation that’s passed by [the House of Commons]. That company [CN] acts under a mandate granted by this House. To suggest the government of Canada is powerless in this is silly.”

No Legislative Roadblocks

Tellier, a former clerk of the Privy Council, the highest bureaucratic position in the country, said he had assurances from Transport Canada that there would be no legislative roadblocks to scuttle the deal. Alcock called Mr. Tellier’s comments “arrogant” and said they reflect the “cozy relationship between CN and the department.”

In the U.S., CN and BNSF have asked that the STB handle their merger application in 365 days. The two railroads filed a petition with the STB proposing the 365-day schedule for the agency’s review. They told the board that their application will be filed as soon as

practicable after March 20.

In scheduling the March 8 hearing, the STB noted that it did not intend to prejudge the as-yet-unfiled BNSF/CN merger application, but would provide a forum for discussion of broader matters that have arisen since the merger was proposed last month.

Speculation has been rife since the announcement that the CN/BNSF deal, if approved, would lead to another round of consolidation, ultimately resulting in just two North American transcontinental railroad systems.

Explore all options

Cong. Bud Shuster (R-Pa.), chairman of the House Committee on Transportation and Infrastructure, and Cong. James Oberstar (D-Minn.), the committee’s ranking Democrat, wrote the STB, urging it to “promptly explore all options to ensure an early and vigorous debate” on whether the “downstream” effects of the proposed BNSF/CN transaction are in the public interest.

The STB said it wanted to hear from all interested persons about their concerns over the BNSF/CN deal’s potential for sparking further consolidation, and about the way the industry is regulated. It also invited interested parties to address whether these developments would be good for large and small railroads and their shippers.

The Interstate Commerce Commission Termination Act, the law that created the STB, gives the agency 15 months to reach a decision from the time the application is filed.

It is also within the STB’s rights to extend the proposed schedule. Indeed, other railroads and some shippers are likely to seek an extended schedule, and lawyers who are experts in the field say the agency can waive the 15-month requirement.

The proposed schedule, which is substantial-

ly longer than the schedules adopted for some recent STB merger proceedings, anticipates a full discussion of all issues relevant to the BNSF/CN transaction, including its cumulative and any potential crossover effects on the North American rail industry, the companies said in a statement.

Merger timetables

The Interstate Commerce Commission handled the merger between Burlington Northern Railroad and Atchison, Topeka and Santa Fe Railway – which created BNSF in 1995 – in seven months, but that came after a four-month suspension in processing the application while BN and Union Pacific Railroad fought for control of Santa Fe.

The STB took just eight months to approve UP’s acquisition of Southern Pacific Rail Corp. in 1995-96.

The division of Conrail property and operations following the joint purchase of the Northeastern rail system by Norfolk Southern Corp. and CSX Corp. took the STB 13 months, following an additional month while the two carriers submitted plans to deal with safety issues.

Unsure that they can successfully block the BNSF/CN combination on its merits, opposing shippers and other major railroads have indicated in recent weeks that they will seek to delay the proceeding as long as possible.

While Ottawa currently has no legislation in place that allows it to review such rail mergers, sources have previously told *The Toronto Globe and Mail* that legislation aimed specifically at the proposed merger of CN and BNSF is being contemplated. The Canadian Transportation Act is due for its five-year revision this summer, and the source said the proposed amendments would give the federal government the power to review and possibly prevent deals such as the CN/BNSF merger.

BNSF policy

Continued from page 1

members of the BNSF community. Each TY&E employee has a responsibility to the other members of our community to be a full-time employee. Each TY&E employee also has a right to reasonable time off,” said BNSF’s Dave Dealy in a message to BNSF supervisors.

Here is a summary of BNSF’s attendance guidelines:

- TY&E employees in unassigned service will be considered full-time employees if they lay off no more than 25% of weekdays and weekend days during a continuous three-month period.

- Continuous compliance with these guidelines for 12 months will clear an employee’s

record of any previous attendance issues addressed under these guidelines.

- Any time an employee is not marked off, as well as time marked off for jury duty, bereavement leave, engineer recertification, or layoff union or company business, is considered the same as on-duty time.

- Vacation, personal leave, layoff on miles, foot of board, bump board and any other paid leave is considered neither on-duty nor off-duty time.

- Supervisors of TY&E employees are empowered to consider employees’ individual circumstances.

- Local union leaders are encouraged to become part of the process of applying these guidelines.

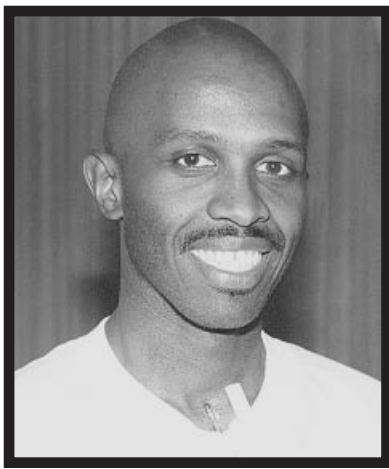
- Prearranged layoffs are encouraged. Employees may request a layoff up to 90 days

in advance, and will receive a prompt response. BNSF cannot cancel a prearranged layoff without the employee’s consent.

Monthly winner

This month’s lucky winner of his choice of any item of apparel bearing the UTU logo is **Richard Wirt** of Princeton, W. Va. Brother Wirt is a retired member of Local 655 in Bluefield, W. Va., which represents workers employed by the Norfolk Southern (N&W Proper). 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 Wirt!

Voices: Do you feel your job takes a toll on your health?



Aaron Montgomery
L-1608, Chatsworth, Cal.

"I've been driving a bus for the Los Angeles Metropolitan Transportation Authority for 16 years, and I think it takes a toll, both mentally and physically. Some find it hard dealing with the public, but that doesn't get to me. But I've had repetitive motion injuries, including wrist and elbow problems from the steering wheel and from opening and closing the door. I had to have surgery on my left wrist for carpal tunnel syndrome about a year and seven months ago. Many drivers I know have trouble with their backs and their knees, but we have a good health and welfare plan here."



Doyle Turner
L-1962, Toledo, Ohio

"I'm a general chairperson for yardmasters working for CSX. In hindsight, yardmasters have accepted more responsibilities than some of the other crafts. Because of the long hours, the overload of work and a shortage of people to do it, stress has become the number-one issue for yardmasters. Stress puts a mental and physical strain on the body. That's why President Little's emphasis on quality-of-life issues is so important to yardmasters. Reduce the hours, and you reduce the stress and solve some of the problems associated with stress."



Mike Womack
L-613, Austin, Tex.

"I'm a Union Pacific conductor with 38 years of experience, and I'm working a pool job. When I was younger, I didn't think the job took a toll, but as you get older you see that it does, mentally and physically. The irregular hours play into it, not knowing when you're next going to work. It makes it hard to get adequate rest, especially while you're trying to juggle your job with being a husband and a father. And there's definitely wear and tear on your knees, ankles and your back from the job. But I chose the profession, and I believe the biggest part of working a job is your attitude."



Robert Repstine
L-202, Denver, Col.

"I'm a yard conductor and general chairperson on BNSF, and I've been railroading for 30 years. I've seen a lot of people the job has taken a toll on, but so far, I'm doing okay. It's not an easy way to make a living. A lot of times, you're out in inclement weather. When you first start, you're on call 24 hours a day, and some people don't adapt well to shift work and changing schedules. I see a lot of knee, ankle and foot problems, probably due to walking on the ballast. There's not a level place to walk on the railroad. And there's a lot of stress that comes from poor management."

Insurance change prompts calls

The UTU International has received telephone calls from active and retired members inquiring about the notice of life insurance change which appeared on the front page of the January 2000 *UTU News*.

The notice explained that, with the implementation of the new NRC/UTU health and welfare plan in January, the life insurance benefits, which include accidental death and dismemberment benefits, of active and retired employees of BNSF, Conrail, CSXT, Kansas City Southern, Norfolk Southern and Union Pacific would now be handled by Minnesota Mutual.

This life insurance benefit, which is \$10,000 for eligible active employees and \$2,000 for eligible retired employees, is part of both the national health and welfare plan (GA-23000) and the NRC/UTU health and welfare plan. For those eligible UTU members either actively employed or retired from the railroad carriers listed above participating in the NRC/UTU health and welfare plan, this benefit is now being administered by Minnesota Mutual.

This is the only change in the life insurance benefit.

For those employees covered under the national health and welfare plan, this benefit continues to be administered by MetLife.

Minnesota Mutual and MetLife are cooperating to assure prompt and proper handling of any life-insurance claims received.

Further information can be obtained by calling Minnesota Mutual toll-free at (800) 328-9442 and/or MetLife toll-free at (800) 310-7770.

TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)			Bentzen, Dennis H.	311	LaCrosse, WI	*Cindric, Joseph A.	1074	Freeport, PA
VanBree, Frank E.	72	Battle Creek, MI	McHenry, Gerald B.	311	LaCrosse, WI	*Bragg, Ingram R.	1081	Glendale, AZ
Pfister Jr., R. Edward	1770	Los Angeles, CA	Nelson, James E.	311	LaCrosse, WI	*Steyaert, James B.	1081	Glendale, AZ
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			Perkins, A.B.	311	LaCrosse, WI	*Griffin, James M.	1105	Wilmington, NC
Huston, James A.	1532	Kansas City, KS	Weber, James S.	311	LaCrosse, WI	*Mills Jr., James L.	1117	Las Vegas, NV
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			Wuest, Rudolph P.	311	LaCrosse, WI	*DeVaun Jr., Luther L.	1129	Raleigh, NC
Joslin, Leroy R.	281	Milwaukee, WI	*Yarborough, K.A.	311	LaCrosse, WI	Hunt, Haywood J.	1129	Raleigh, NC
Zuber, Randolph F.	832	Superior, WI	Archiquette, Vernon J.	322	Milwaukee, WI	Poole III, York D.	1129	Raleigh, NC
*Rice, Philip N.	835	Bakersfield, CA	Lotz, Robert C.	322	Milwaukee, WI	*Floyd, Thomas J.	1168	Clovis, NM
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			Mobley, Roger F.	322	Milwaukee, WI	*Blakeley, Jimmie D.	1188	Oklahoma City, OK
Carlson, Bruce A.	832	Superior, WI	Kresl, Kevin P.	367	Omaha, NE	Wise, Joseph E.	1188	Oklahoma City, OK
Cornwell, James E.	1011	Hamlet, NC	*Mills, Charles M.	453	Clinton, IL	*Bass, Jerry	1200	Portola, CA
Cochran, Carl E.	1138	Miami, FL	*Davis, Wayne J.	464	San Antonio, TX	*Chesser, Al H.	1313	Amarillo, TX
Williams, Donald C.	1370	New York, NY	*Luker, Carl S.	489	San Antonio, TX	*Estes, Gordon E.	1313	Amarillo, TX
Palukaitis, Algirdas	1494	Chicago, IL	Cole, Duane C.	490	Princeton, IN	*Merritt, Earl M.	1313	Amarillo, TX
Walton, Ronald G.	1494	Chicago, IL	Wilkinson, Carl V.	490	Princeton, IN	*Slepsky, Eugene B.	1365	Youngstown, OH
Duran, Steven C.	1534	Chicago, IL	*Kouw, A.J.	492	Sacramento, CA	Martone, Donato F.	1370	New York, NY
*Klarich, Jesse A.	1581	Bakersfield, CA	McKinney, Eugene R.	492	Sacramento, CA	Purvis, Daryl	1370	New York, NY
DIAMOND CLUB (\$300 OR MORE PER YEAR)			*Nelson, Donald L.	492	Sacramento, CA	*Orthmeyer, James F.	1377	Covington, KY
*Smith, Albert L.	150	Carnegie, PA	Parish, John E.	496	Portsmouth, OH	Williams Jr., Samuel C.	1388	St. Louis, MO
Gillett, Steven C.	259	St. Joseph, MO	Woodrum, Donavan R.	496	Portsmouth, OH	*Bennington, Harry G.	1399	Terre Haute, IN
Brinkman, Leo M.	305	Lincoln, NE	*Schuler, Eugene K.	498	Allentown, PA	Perry, Jason D.	1403	Kansas City, MO
Fuchs, Thomas R.	311	LaCrosse, WI	*Pettycord, James R.	507	VanBuren, AR	*Smith, Archie A.	1409	Kansas City, KS
Varnum, Philip R.	311	LaCrosse, WI	*Atchley, Jim	564	Cleburne, TX	*Holliday, Barry J.	1422	Los Angeles, CA
*Morin, Louis A.	386	Reading, PA	*Simmons, Arthur L.	586	Willard, OH	*Howard, Lige	1518	Indianapolis, IN
Breivogel, Philip J.	490	Princeton, IN	*Stanfield, Gehrett E.	586	Willard, OH	*Patrick, Houston E.	1524	Houston, TX
McCoy, Lawrence R.	490	Princeton, IN	Greene, Jeffrey A.	605	Grafton, WV	*Balas, Frank J.	1529	Walbridge, OH
Dunn, Mark A.	768	Decatur, IL	*Cole, Walter J.	734	Battle Creek, MI	Grdina, John J.	1534	Chicago, IL
GOLD CLUB (\$100 OR MORE PER YEAR)			*Graves, Jesse	750	Knoxville, TN	*Hinko, Adam	1534	Chicago, IL
*Moore, Ralph O.	9	Slaton, TX	*Moseley, Philip L.	781	Shreveport, LA	*Hoffman, Raymond W.	1545	Monroe, LA
Eckenbooy, Daniel G.	32	Glendale, CA	Lewis, Deborah W.	782	Asheville, NC	*McManus, James R.	1545	Monroe, LA
*Reizovic, Frank J.	60	Newark, NJ	*Hoeker, William A.	792	Cleveland, OH	*Keck, Eugene	1548	Indianapolis, IN
Hill, Robert J.	77	New York, NY	*Perkins, George R.	807	Tucson, AZ	*Bonagofski, Joseph	1574	Portland, OR
*Wilson, Isaac	84	Los Angeles, CA	*Bortner, Lawrence W.	830	Harrisburg, PA	Hita, José L.	1607	Los Angeles, CA
*Beason, Leroy	94	Kansas City, KS	Jaros, John A.	832	Superior, WI	Mowry, Jayson D.	1620	Elkhart, IN
*Worley, Everett W.	94	Kansas City, KS	*Lorimer, Larry E.	832	Superior, WI	Norment, Timothy L.	1620	Elkhart, IN
*Rice, Douglas M.	95	Rensselaer, NY	Mercier, Michael G.	832	Superior, WI	*Brown, William V.	1628	Pittsburgh, PA
Macias Jr., Clemente F.	98	San Luis Obispo, CA	Rutledge, Gary R.	832	Superior, WI	Lewis, Brian P.	1730	Richmond, CA
Litwin, Michael	100	Oakland, CA	*Long, Ronald F.	835	Bakersfield, CA	*Alquist, Alfred E.	1732	San Jose, CA
*Purnell, Thomas F.	150	Carnegie, PA	*Adams, Robert L.	856	Houlton, ME	Fortes, Martin N.	1748	Cleveland, OH
*Curtis, Mark D.	194	Elkhart, IN	*Teepel, Robert W.	872	Omaha, NE	Napier, Walter	1748	Cleveland, OH
*Cox, Walker M.	195	Galesburg, IL	*Graham, Charles P.	891	Whitefish, MT	*Gilbert, Walter F.	1770	Los Angeles, CA
Gross, Bradley P.	200	North Platte, NE	*Koestler, Marlin	891	Whitefish, MT	*Slattery, Louis E.	1770	Los Angeles, CA
*Erickson Jr., Arvid E.	202	Denver, CO	*Lockwood, Charles F.	891	Whitefish, MT	Bain, William T.	1780	Kansas City, MO
Lucero, Enrique M.	204	Pueblo, CO	*Paul, William J.	891	Whitefish, MT	*Pyritz, William D.	1800	Tucson, AZ
*Schild, Roy H.	212	Albany, NY	*Bass Jr., Joseph O.	903	Jacksonville, FL	Barr Jr., Howard N.	1881	Baltimore, MD
*Able, Edward W.	215	Harrisburg, PA	Lynn, Jason E.	904	Evansville, IN	Bench Jr., William P.	1881	Baltimore, MD
*Gilbert, Henry E.	234	Bloomington, IL	Reddington, Britt W.	904	Evansville, IN	Marsh Sr., Stephen W.	1881	Baltimore, MD
*Pearson, Warren A.	259	St. Joseph, MO	Young, Bobbie D.	904	Evansville, IN	McCusker, Loren M.	1881	Baltimore, MD
*Powers, James E.	265	Pocatello, ID	*Sturgill Jr., Harold D.	924	Richmond, VA	Wagner, J.R.	1818	Baltimore, MD
*Jacobs, Wayne W.	281	Milwaukee, WI	Louis, Ray E.	933	Jefferson City, MO	Quigley, Martin C.	1883	Riverdale, IL
*Johnson, Carrol E.	283	Portland, OR	Lowery, Ulysses W.	942	Florence, SC	*Catalina, Charlie	1904	Houston, TX
*Werner, Wilbur D.	298	Garrett, IN	*Scott, Daniel H.	1000	Minneapolis, MN	*Black, George D.	1917	Cincinnati, OH
			*Hanna, John	1006	Brownsville, PA	Hines, Kenneth C.	1951	Albany, NY
			*Cedar, George R.	1007	Syracuse, NY	Pfeifer, Paul W.	1951	Albany, NY
			*Brower Jr., Sylvester	1035	Lakeland, FL	*Hodges, James F.		R Klamath Falls, OR
			Fraga, Patrick S.	1035	Lakeland, FL	Atchley, Babe	LA-170	Ft. Worth, TX
			*Rushing, Wilford C.	1053	Selma, AL			

* = Retired Member

Senior News

Annual visit boosts TPEL's effectiveness

Each February, UTU Ohio State Legislative Director **W.J. Thompson** can count on the appearance in Pennsylvania of a groundhog heralding Spring's arrival, and the appearance of Retiree Program member **Herman R. Weaver**, who invariably brings a \$100 contribution for the Transportation Political Education League (TPEL) fund.



H. R. Weaver

"Brother Weaver started making his yearly visits before his retirement," said Thompson. "Those visits must span 15 years now."

In fact, Weaver reveals his annual visits to the legislative board's Columbus, Ohio, office have occurred for better than two decades.

"To tell the truth, I can't remember exactly when I began dropping off my donations," said Weaver, a member of Local 1376 in Columbus, Ohio, where the generous retiree lives.

To the best of his recollection, Weaver first began delivering his contributions well before he retired from Conrail in 1982. "I have a wife and raised six children, and if it weren't for the union, I probably wouldn't have had a job," Weaver said. "I like to show my appreciation in return."

Weaver spent 41 years on the rails, beginning as a brakeman with the Pennsylvania Railroad in 1941. During World War II, Weaver left to spend a couple years with the U.S. Marine Corps, but then returned to railroading, earning his promotion to conductor soon afterwards. He saw steam power give way to diesel, and witnessed his employer evolve into the Penn Central and then Conrail.

"It was a good job," Weaver said, "and that's one of the reasons I support TPEL, to help keep today's railroaders working. It wouldn't hurt for everybody to give a little."

UnitedHealth Group to withdraw as RRB's contractor for Medicare

Uniprise, a UnitedHealth Group company, recently announced that it will be withdrawing as a contractor for administration of the Medicare Part A, Part B and Durable Medical Equipment programs.

This means that United HealthCare will no longer serve as the Medicare Part B administrator for railroad retirees and their dependents receiving benefits from the U.S. Railroad Retirement Board (RRB).

The Health Care Financing Administration and the RRB will negotiate agreements with new contractors to administer these programs, and the UTU will work to ensure a smooth transition to all affected beneficiaries.

The following questions and answers about the pending change have been supplied by Uniprise:

Q. Who will be the new contractor and when will they take over?

A. This has not yet been determined. The RRB will select the new contractor and the date the transition will occur. We expect that these decisions will be made within the next few months. Railroad beneficiaries and providers will be notified when these decisions are made.

Q. What will happen to my Medicare benefits?

A. Your Medicare benefits will not be affected. Your claims will be processed and paid by the new contractor according to the same coverage and reimbursement rules that we have been following.

Q. Will the new contractor have my Medicare records?

A. Yes. We will transfer all our Medicare beneficiary and provider files to the new company at the time of transition.

Q. Will I need to do anything special because of the change in contractors?

A. No. We will be working closely with the RRB and the new contractor to assure the transition goes smoothly and with no impact on Medicare beneficiaries or providers.

Q. What if I have more questions concerning this change?

A. Your questions should be directed to our customer service area. They will be able to research your specific issues and provide a response. The toll-free telephone number is **(800) 833-4455**.

Retiree groups plan pair of May reunions

A group of Pennsylvania Railroad (PRR) retirees is making plans for its 16th annual reunion, while the U.S.N. Armed Guard World War II Veterans are searching for their former gun crews.

Retiree Program member **John F. Travis** of Local 838, Philadelphia, Pa., said the PRR retirees will gather May 15-16 at the Willow Valley Resort just outside Lancaster, Pa.

For more information, contact Travis by calling (610) 459-1126, or write to him at 254 Bishops Dr., Aston, PA 19014-1326; or contact **Charlie Bacon**, also of L-838, at 420 Woodland Ave. 7-B, Springfield, PA 19064.

Meanwhile, Retiree Program member **Vernon C. Herbert** said the former naval armed guards will reunite May 21-25 at the Drawbridge Estate Hotel, 2477 Royal Drive, Ft. Mitchell, KY 41017. Call the hotel toll-free at 1-800-352-9866 or 1-800-354-9793.

Herbert, of Local 1917, Cincinnati, Ohio, said the gunners worked on liberty ships, tankers, troop ships, and many other smaller crafts as needed. Contact Herbert at (513) 931-6269, or write to him at 8910 Tripoli Dr., Cincinnati, OH 45251.

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	Bennet, Frederick D.	Lenexa, KS	432	McCabe, William J.	Champaign, IL	856	Lent, John T.	E. Millinocket, ME	1378	Moyer, Wilford F.	Newark, DE
5	McNeill, Joe D.	Raymore, MO	440	Vandergriff, Robert L.	Cincinnati, OH	867	Gryll, Kenneth	Des Moines, IA	1390	Sarama, Edward J.	Alpharetta, GA
145	Swartz Jr., Arthur	Lancaster, OH	453	Johnston, Paul J.	Shelbyville, IL	891	Collins, L.P.	Lovell, WY	1390	Smith, Richard J.	Rahway, NJ
150	Stickler, George E.	Antioch, TN	528	Derosch, Eugene R.	Kenosha, WI	903	Graham, Edwin D.	Jacksonville, FL	1447	Horowitz, Jacob	San Diego, CA
204	Murray, Raymond S.	Durango, CO	650	Ellingworth, Hal W.	Waterville, MN	933	Bailey, John E.	Nevada, MO	1502	Davis, William J.	Ocala, FL
211	Quigley, Thomas E.	Auburn, NY	650	Fransdal, Norman M.	Estherville, IA	949	Richardson, Carl D.	Texarkana, AR	1544	Kantrim, Albert J.	Nipomo, CA
215	Kruger, Alfred U.	Waynesboro, PA	740	Houk, K.H.	Ft. Wayne, IN	979	Kerley, Robert L.	Alma, IL	1545	Campbell, James F.	Morrow, LA
225	Deasy, Robert F.	Cleveland, OH	756	Gunn Sr., Carlton K.	San Antonio, TX	982	Matyas, Stephen	Syracuse, NY	1614	Gorman Jr., Thomas P.	St. Paul, MN
228	McGrew, Charles K.	Cedar Rapids, IA	771	Robinson, Billy R.	Needles, CA	1043	Brunell, William A.	Sparks, NV	1736	Sheldon, Richard H.	Owosso, MI
298	Wilburn, Herrick T.	Kenett, MO	792	Greer, Carl H.	Riverview, FL	1168	Moreland, David	Clovis, NM	1762	Buck, Franklin	Evansville, IN
303	McClary, James P.	Grand Junction, CO	792	Herris, Elwyn J.	Cleveland, OH	1074	Brodar, Frank A.	Pitcairn, PA	1780	Lewis, John	Lawson, MO
306	Hicks, Dale R.	Cherokee, IA	807	Anderson, Lester A.	Tucson, AZ	1177	Anderson, S.F.	Mesa, AZ	1823	Barge, James O.	St. Louis, MO
324	Fountain, Jay F.	Seattle, WA	832	Kuehnast, E.L.	Chippewa Falls, WI	1177	Urbanski, R.F.	St. Cloud, MN	1883	Frisco, Anthony	Orlando, FL
376	Hodges, Spurgeon R.	Louisville, KY	835	Black, Merrill L.	Arroyo, CA	1261	Dean, Joyel F.	Marietta, GA	1895	Buffano, Bernard M.	Chicago, IL
386	Seta, Frank P.	Annapolis, MD	845	Kelley, George J.	Paradise, CA	1292	Joki, John W.	Mtn. Iron, MN			

Erroneously included in this listing last month were **Thomas J. Devine (L-1390)**, **George Smelt (L-1221)**, **Rodney Privett (L-1175)**, **LeRoy C. Buerkle (L-1344)** and **Joseph C. Dudek (L-1370)**, who are alive and well and enjoying their retirements. The UTU News regrets the error.



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 _____

Expiration date _____ Amt. charged _____

Signature _____

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

Guest Registration Form

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

Which Regional Meeting will you be attending?

Reno Birmingham Minneapolis

Name _____

Name of Member _____ Local _____

Relationship to member _____

Golf Registration Form

Which golf outing will you be attending?

Reno Birmingham Minneapolis

Name _____ Local _____

Address _____

City/State/ZIP _____

Handicap or average 18-hole score _____

UTU News Look Inside



2 A better lantern soon will be evaluated by railroad workers on the Burlington Northern Santa Fe, according to Bob Pearson of Local 1177 in Willmar, Minn. The full story on Page 2.



5 Pat McFall, UTU local chairperson for locomotive engineers in Local 305, Lincoln, Neb., has written a letter to all BNSF and other locomotive engineers on the UTU/BLE vote. His call for unity is on Page 5.



10 Each February, Ohio State Director W. J. Thompson can count on the appearance of Retiree Program member Herman R. Weaver, above, who invariably brings a \$100 TPEL contribution.

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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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3/00



One Union with the Power to Protect Your Job and Family

Now is the time to open your minds to what can be a better future for you and your family.

While we can proudly say we are members of the UTU and BLE, it is now more important to say that we should all be represented by one union with the "Power of One" to stand up against the carriers in the 21st Century.

Rail labor can no longer continue down the same archaic path of splintered union representation which benefits nobody other than the railroads.

That's why the UTU is so committed to unifying all historical crafts under one union banner, where each craft will maintain true autonomy and help protect the other against technology.

What is really at stake is continuing a way of life — your life! — on the railroad, which pays well for tens of thousands of union workers who accept hard and dangerous work.

The true issue is not what the UTU and/or the BLE have done to, or for, members in the past. It is what one union can do for all operating employees in the future!

In the 21st Century, we need the Power of One union to stand strong and protect a way of life that provides for so many.

Special Unity Poster #4:

Display this poster to show your support for unity among UTU and BLE members