UTU/UTUIA Regional Meeting
Special 4-page Insert Inside

UTU withholds from AFL-CIO

UTU cites federation’s lack of evenhandedness in representation disputes

CLEVELAND – The United Transportation Union withdrew from the AFL-CIO on March 15. In announcing its “disaffiliation,” the UTU said the federation “demonstrated a lack of evenhandedness” in representation dispute decisions, and holds several positions on national transportation policy that would hurt railroad employees.

“It is with regret that I must inform you that the United Transportation Union is hereby immediately disaffiliating,” UTU International President Charles L. Little wrote in a letter to federation President John J. Sweeney. “Because UTU perceives its differences with the federation...to be presently irrevocable, the UTU Board of Directors and I have concluded that it will be in the best interest of both UTU and the federation for us to immediately disaffiliate.”

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 Other major unions, including the Teamsters, mine workers’ and teachers’ unions, also have withdrawn from the federation over political and organizing disputes.

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

NMB okays TexMex vote
BLE requests election for “train and engine service”

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

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

In essence, the BLE’s chief spokesman said in mid-March that his union would look to negotiate engineer-only contracts on the Union Pacific Railroad (UP). In effect, the BLE has asked for the same kind of election on the TexMex that the UTU asked the NMB to sanction on the UP. In the UP case, however, a special labor panel ruled that the two carriers intended to ask the STB to allow them to merge. At the hearings, the STB indicated that it would issue the rules in about 15 months.

BLE: Engineer only on UP

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

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

At meetings held in Louisiana, BLE Vice President William Walpert, the union’s chief propagandist, told railroad workers that the engineers’ union would try to negotiate engin...
Local 226, Moberly, Mo.
The fourth annual golf and dinner outing has been scheduled for May 1 at the Moberly Country Club, according to Secretary and Treasurer Leon Crist. The event is sponsored by Designated Legal Counsel Yanger, Jungbauer, Barczak, Roe & Vacinovitch. The open-scramble game starts at 11 a.m., with lunch served on the course, a social hour afterwards, and supper at 6:30 p.m. On hand will be the UTU Auxiliary’s state director, the vice president of a dozen members who had pulled the pin since the middle of last year, said Secretary and Treasurer Donald Bowen.

Local 262, Boston, Mass.
Retired member Gerald J. Cunningham, past president and organizer from 1971 to 1981 of retirement dinners honoring members of the now-closed L-1331 (Boston, Mass.), passed away at age 80 on February 24, according to C. R. Edson, retired former local chairperson and secretary of L-1331 and now a member of L-898 (Boston, Mass.).

Local 324, Seattle, Wash.
Part-time bus operators at Everett Trails have ratified an agreement placing them in the same contract with full-time operators on the property, said International Vice President Bernie McElini, director of the UTU’s Bus Department. McNelis lauded Chairpersons Dan Bentley and Rodney Overgard for their efforts in this successful campaign, and thanked the part-timers on the property for their support of the negotiating committee.

Local 469, Madison, Ill.
The local’s annual Super Bowl Sunday Poker Tournament, sponsored by Designated Legal Counsel Lance Callis and the Midwest Railroaders, raised $1,000 for the Four Square Church of Granity City, Ill., which helps the needy in the area, according to Secretary and Treasurer John I. Paye. Those at the event included members of Locals 1405 and 1388 (St. Louis, Mo.), Local 1929 (E. St. Louis, Ill.), as well as members from Chicago, Cincinnati, and various parts of Indiana. Meanwhile, the sponsors of the poker tournament invite all to participate in the April 29 casino tournament at Mark Twain Lake in Missouri. For information, contact Paye at (618) 344-4519.

Local 1162, Erwin, Tenn.
CSX conductor Daradana C. Martin is compiling a cookbook for retired railroad families and is seeking recipes. Enrolled A RA board, and dedicated to Daradana’s son Michael J. Caldwell, also a conductor on the Atlantic Division and a member of the local, the book will include cooking tips and recipes from engineers and conductors in its “Sidewalk and Engine” cooking section. Send submissions to Martin at 2710 Windwood Drive, Johnson City, TN 37604.

Local 1374, New Castle, Pa.
Local Chairperson Arthur G. Rayner’s son Arden was recently profiled by the Sharon, Pa. newspaper The Herald, when he was granted a full scholarship to play football at the University of Richmond, an NCAA Division I A 1 institution, said Local Chairperson Sam Marino. The younger Rayner maintains a 3.77 grade average and plans to major in physics.

Local 1382, Milwaukee, Wis.
Local District 8 conductor James E. Miller of the Milwaukee Road general chairperson, passed away February 28 in Lakeland, Fla. He was 91 years old. Brother Diks began his rail career in 1953 as a switchman on the Milwaukee Road, and joined Brotherhood of Railroad Trainmen Lodge 982 in Milwaukee. He served as general chairperson from 1955 until his retirement in 1974.

Local 1438, Lincoln Park, Mich.
Members working for Norfolk Southern wish to recognize Local Chairperson Louis V. Pelto for his outstanding leadership, dedication to the union, and willingness to go the extra mile for old and new workers, said Dennis Kernan, who noted Pelto’s role in increasing UTU membership and boosting interest in union affairs.

Local 1559, Bergenfield, N.J.
Bus operator Robert Sigrist (better known as “Popye”) recently retired after 44 years of service, said Local Chairperson Richard Diers. Sigrist hired on as an operator with Rockland Coaches in July 1956, and retired with a perfect record free of any chargeable accidents and complaints. Meanwhile, the local’s members are joined by those at the UTU International in wishing a speedy recovery to Local Legislative Representative and Delegate Ralph Styer, who is recuperating at home after undergoing double coronary bypass surgery.

Local 1593, Brownwood, Tex.
Member and Designated Legal Counsel Donald Bowen succeeded his father in his rail career on March 3. Always a champion for the rights of rail workers and their families, Brother Bowen joined H. E. Mollenkopf, Bowen & Saunders in 1973. Memorials may be sent to the Don Bowen Memorial Scholarship Fund, Abilene Christian University, P.O. Box 29132, Abilene, TX 79602-9132. The Auxiliary will assume the reins as designated legal counsel for UTU members.

Local 1778, N. Vancouver, B.C.
The local, comprised of BC Railway workers, has secured a new URL for its website, which it shares with BC Railway employees in Local 1923 (Prince George, B.C.) and which now boasts a number of improvements, according to Secretary and Treasurer David M. Borsich. The site, which recently received the ComputerServe TrainNet Web Gem Award for excellence, is located at <http://www.utbo.com>.

Auxiliary of the UTU
The Auxiliary’s 2002-2003 directory was printed and mailed to all officers last month, and those who did not receive one should write to the Auxiliary at 5151 Reed Rd., Ste. 113 R, Columbus, OH 43220-3553, call (614) 459-4443, or use the organization’s new e-mail address <AUXILIARYRE@aol.com>.
Arizona

Legislative Director Scott Olson reported that HB 2560, the Uniform Compensation Among Tortfeasors Act, was defeated in the Arizona Senate, much to the relief of rail labor. Had the legislation passed, it would have complicated Federal Employer’s Liability Act (FELA) cases in the state for rail workers injured on the job.

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

He said Assistant Director David Shearer (Haas) told Burma Cassady (1691), Designated Legal Counsel Lloyd Rabb and Arizona AFL-CIO Secretary Chuck Huggins provided the necessary push to defeat the bill.

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

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

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

North Dakota

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

The rules were established by the state Highway Patrol.

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

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

Georgia

Members of the legislative board and other UTU members recently attended the [offscreen] action dinner, hosted by the state’s Democratic Party at the Hyatt Regency Atlanta, where Vice President Al Gore was the keynote speaker. Legislative Director Danny Boyles said that the dinner was a huge success, raising more than $1 million for the Democratic Party. UTU members in attendance were Boyles, Assistant Director Mike Dickinson (674), Chairperson Ben Cureton (1971), Vice Chairperson John Black (624), Legislative Representative Ricky Cole (2621), Clemmie Wright (1245), Tommy Franklin (1245) and Jackie Baugh (1245). Boyles said that, as the Georgia General Assembly came to a close, the UTU played an extensive role, with legislation introduced to form the basis for rail passenger service in the state being passed on the last day. Pictured above, from left, are Cole, Boyles, Lieutenant Governor Mark Taylor, Peggy Boyles and Black.

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

Minnesota

The Minnesota Legislative Board held its quadrennial meeting in St. Paul from February 23-25, reports Director John Smullen, and Tom Lyman (1020) and Bob Pearson (1117) were elected to the offices of assistant director and board secretary, respectively.

The board endorsed State Senator Jerry Jureinich (DFL) for the U.S. Senate seat now held by Sen. Rod Grams (R) and Minnesota AFL-CIO Director Mary Rosenthal for the 4th U.S. Congressional District seat being vacated by Rep. Bruce Vento (D). Al Vogel of the state’s Department of Transportation addressed the board on the prospects for a commuter rail system in the Twin Cities and Democratic-Farmer-Labor Party Chairperson Mike Erlandson spoke about the party’s political prospects in the 2000 elections.

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

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

West Virginia

HB 4430, which will regulate trains blocking roadways during an emergency, was passed by both houses of the state legislature and was sent to the governor’s office to be signed into law, reported Legislative Director John Pennybacker Jr. As currently written, state law prohibits a stopped train from blocking a grade crossing, except in a rail emergency, for a period of longer than 10 minutes and imposes a fine of no less than $50 to be levied upon the offending railroad for each infraction.

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

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

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

News from UTU State Legislative Boards

Bus Department

By Bernie McNelis

History offers valuable lessons

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

- *Pray for the dead and fight like hell for the living.* – M. other Jones, 1902

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

- “Don’t mourn for me. Organize.” – O. rnginer Joe Hill, executed in 1915 on trumped-up charges

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

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

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

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

Yardmasters

By Don Carver

Klinker, former VP of RYA, passes

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

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

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

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

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

- I had the opportunity to attend the Ohio State Legislative Board reorganization meeting. Congratulations to Director Thompson and Assistant Director Boda on their leadership as evidenced in their re-election. Congratulations also are in order for yardmaster David W. Zientara, legislative representative on the local, 1962, and local chairperson of GO-348. Dave was elected to the office of secretary of the Ohio State Legislative Board.
Linda Morgan, has brought a welcomed breather to a workplace CN/BNSF and happily carry out their agenda, which would have time. On the other hand, the BLE was willing to be the lackey for round of mergers. and NS need time to stabilize before what is sure to be the final before. The existing mega-mergers and acquisitions on UP , CSX service disruptions and operational problems. The Surface Transportation Board (STB) made the right deci-

A tough, but right, decision

When you believe you are right, sometimes you have to make tough decisions. Our decision to with-
draw from the AFL-CIO was one of those decisions. It is a step that we took because we believe it is in the best long-
term interest of our mem-

A letter to railroad chief executive officers

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

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CTNews

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

By Charles L. Little

If we, as union leaders, are more concerned about making the AFL-CIO’s lead-
ers in Washington happy instead of solving the serious challenges that affect our industry and the future well-being of UTU mem-

WASHINGTON WATCH

By James Brunkenhoefer

The Federal government has been using fuel taxes to add capacity to your competitor’s system. While you friends at the country club have been praising you for fighting govern-
ment regulations and subsidies, the truckers have been laughing at you. The trucking industry understands that it is their responsibility to deliv-

due to deregulation. If you rail against government policies, you are challenging the construction of a new highway because it was paid for with tax dollars. Even though Joe may be parking his truck because his costs are up, soon a non-American will be showing up to take Joe’s place, and he will be dri-
vigil a truck filled with cheap, substandard, untaxed Mexican diesel fuel. He will be pulling that double boxcar-sized rig onto the subsidized high-
way system at a dollar or two an hour with no workers comp.

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

You rail against government subsidies and government regulations with-
out regard to the benefits that your stockholders, and employees, could gain by joining the subsidized and regulated truckers, barges and airlines. They know there is gold available to them in Washington. Are you in the political philosophy business or the profit business? Your competitors sure do understand what business they are in.
HEARD THE TALE OF A FATAL BUS ACCIDENT THAT HAPPENED ON MOTHER'S DAY. ACCORDING TO ACCOUNTS FROM PASSENGERS, THE COACH, WHICH WAS TRANSCATIONAL CERTIFICATION PROCESS FOR DRIVERS. WHEN HIS MEDICAL CERTIFICATE WAS UP FOR RENEWAL, A DOCTOR DIAGNOSED HIM MARIJUANA TWICE IN FOUR YEARS, AND THERE WERE OTHER SUCH EVENTS IN HIS PAST. ADDITION, HE ALSO HAD BEEN FIRED BY A TRANSIT LINE AFTER TESTING POSITIVE FOR COCAINE, WHICH WAS AT LEAST THE FIFTH TIME HE HAD FAILED A DRUG TEST. IN 2000, HE WAS REJECTED FOR EMPLOYMENT AT GREYHOUND BUS LINES AFTER TESTING POSITIVE FOR 22 KILLED.

MOTHER'S DAY CRASH WAS USED AS A CASE STUDY, AND IT IS A STARTLING STORY. ACCORDING TO ACCOUNTS FROM PASSENGERS, THE COACH, WHICH WAS TRANSPORTING SENIOR CITIZENS TO A CASINO, WAS TRAVELING BETWEEN 60 MPH AND 65 MPH WHEN IT DRIFTED ACROSS TWO LANES, ONTO THE SHOULDERS, BREACHED A GUARD RAIL, VAULTED OVER A GOLF PATH, AND SMASHED HEADLONG INTO AN EMBANKMENT. NINE PASSENGERS WERE EJECTED, ALONG WITH THE DRIVER, AND 22 WERE KILLED.

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

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

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

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

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

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

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

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

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

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

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

Text Mex workers denounce BLE lies

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

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

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

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

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

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

"Please know that I support all that you are doing and I will work even harder to insure the UTU wins the upcoming representation election. I am with you Charlie and know first hand how the BLE will lie, misrepresent and do whatever is necessary to defeat us."

"Dan Johns is correct: the BLE is attempting to ‘destroy the railroad and the federation’...Thank God we have a president that is doing the right thing for us, the members on the TEXMEX."
Robert Gilmore
L-331, Temple, Tex.

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

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

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

Dwight Baxter
L-1929, E. St. Louis, Ill.

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

Rick Everett
L-339, Jackson, Tenn.

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

Monthly winner

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

Is the STB moratorium on rail mergers necessary?

FELA Update

A recent column discussed how lawsuits are valued. Generally speaking, the employee's fault will not be used to reduce the value of the case if the injury is caused by a penalty defect, such as a defective coupler, brake or sillstep.

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

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* = Retired Member

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T P E L H O N O R R O L L

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

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RICK E. EVERETT
L-339, Jackson, Tenn.

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

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

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

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

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

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

"We use the money for door prizes, meals, and activities for the grandchildren at the national camp-out," said Funk. This year's national event will be held July 17-21 at Shady Lakes Campground in New Windsor, Ill.

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

"It's like family," Funk said of the campers. "People in their 80s are still coming, and we try to make it convenient for everybody." For more information, contact NRCCA Secretary Darlene Ewing at 813 Yorktown, Valparaiso, IN 46385-7906, or call her at (219) 462-0757.

Merck-Medco establishes new number for UTU Retiree Program

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

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

According to Merck-Medco, first-time callers will be given the help and information they need to establish a purchasing account. Those who already have accounts may also call 1-800-770-2805 for current prices or to reach a registered pharmacist.

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

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

For more information about this or the UTU Retiree Program, write to: UTU Retiree Program, 14460 Detroit Ave., Cleveland, OH 44107-4250, or call (216) 228-9400.

Pair of events brings PRR veterans together

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

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

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

Meanwhile, Retiree Program member R.L. Brown of Local 1518, Indianapolis, Ind., said the 21st annual Pennsylvania Railroad union will be held Thursday, July 11, from 9 a.m. to 2 p.m. at the Columbus, Ind., Holiday Inn on State Route 46.

Brown said last year's reunion drew about 200 participants, who enjoyed the entertainment, refreshments and dance prices. For more information, contact Brown at (812) 736-8273, or write to him at 1370 Flintwood Dr., Columbus, IN 47203.

Hawaiian cruise to feature the Glenn Miller Orchestra

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

Round-trip airfare from anywhere in the U.S. can be arranged for just $395 per person when trip deposit is received by May 8, 2000. For a brochure and information, including pricing and cabin availability, call 1-888-280-7657, or write to Lynn Westphal Tours, 33015 Hellow Tree Oval, N. Ridgeville, OH 44039.
LACMTA honors “Best of the Best”

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

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

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

The banquet, held March 11 at the Transamerica Tower Penthouse, inaugurated what the transit agency hopes will be a revitalized employee recognition program.

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

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

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

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

According to Freeman, who drives Line 117 out of South Bay to LAX, the diligence and professionalism required to maintain a spotless driving record to New York, Freeman can also boast that in all that time, not one passenger complaint has been lodged against him.

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

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

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

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

Wyoming governor vetoes UTU crew bill

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


Local 1608: Parmini T. Grewal, Michael A. Guity and Steven Kushner.

We all remain indebted to you,” Little wrote, “for compiling the LACMTA to recognize what we always knew to be true: You are, indeed, one of the ‘Best of the Best.’”

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

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

Another person appreciative of the operators’ stellar performance is Deborah Guy, managing director of the agency’s Risk Management Department. “You’ve made my job easy,” Guy told honorees during the banquet.

“When you’re on the road, I don’t have anything to worry about.”

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

The UTU local committees involved with LACMTA operations include Locals 1563 (El Monte, Cal.); 1564 (Los Angeles, Cal.); 1565 (West Hollywood, Cal.); 1607 (Los Angeles, Cal.); and 1608 (Charsworth, Cal.).
Retiree Program member Delbert E. Funk, above, loves the great outdoors, enjoys the company of other retired railroad workers, and now finds himself in an ideal position. His story on Page 10.

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

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

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>.
One Union with the Power to Get Real Results for its Members

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

Here are some real examples:

➢ The UTU is the only union that has an agreement with the carriers to end “cramdown” in all future U.S. railroad mergers.

➢ The UTU is the only operating rail union working in a coalition with nine other rail labor organizations (excluding the BLE and BMWE) to improve Railroad Retirement by lowering the retirement age to 60 years of age with 30 years of service, bringing parity to surviving spouses, lowering the vesting requirement for younger workers to only five years, repealing the retirement maximum benefit for long-term employees, and providing health insurance for those who retire early.

➢ The UTU is the only union that offers thousands of its members working under UTU contracts on Class I railroads the option of increased healthcare choice by offering BlueCross/Blue Shield as an option in its National Health and Welfare Plan. Already more than 25% of UTU members have taken that choice.

➢ The UTU is the only union that stood up in Washington, D.C., against the proposed merger between Canadian National and Burlington Northern Santa Fe Railroads – a merger that was placed under an unprecedented 15-month moratorium by the Surface Transportation Board.

➢ The UTU is the only union that has committed to ending the entry rate and dual basis of pay for all new employees on the railroad.

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

Special Unity Poster #6: Display this poster to show your support for unity among UTU and BLE members.
This year’s Regional Meetings once again come at a history-making time in our union and the transportation industry.

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

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

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

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

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

The Power of One is theme of meetings

Charles L. Little

2000 REGIONAL MEETINGS

SPECIAL PREVIEW SECTION

The Power of One

Minneapolis, Minn.

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

Birmingham, Ala.

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

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

Birmingham, Ala., the site of the second UTU/UTUIA Regional Meeting, is one of the hidden treasures of the South. The sunny climate is almost as inviting as the Southern hospitality.

Reno, Nev., site of the first UTU/UTUIA Regional Meeting in 2000, is the hub of one of the most vibrant regions of the country. In the shadow of the Sierra Nevada mountain range, Reno offers unparalleled excitement, entertainment and numerous attractions.

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SPECIAL PREVIEW SECTION

The Power of One

Charles L. Little
Balancing Work and Family Life. Primary presenters: Valerie McKenney and Linda Donahue. This workshop was developed by the Cornell University Workplace for Work Life. Balancing Work and Family Life examines the challenges and strains of balancing work and family life in the railroad transportation industry. Drawing on data from the Cornell Workplace Study, participants will discuss new trends and research on workplace, working families, and strategies for improving the balance between work and family life.

Basic Collective Bargaining. Primary presenters: Robert Kerley, Levon Nelson, Terry Reed, Debbie Strong, Georgia Martin and University of Tennessee.

This workshop explores the basic understanding of the collective bargaining process at the local level. Participants will become familiar with how to develop local agreements and contracts. Teams of general chairpersons will work geographically depending on the location of the workshop. These teams will help people to develop or enhance their understand of the collective bargaining process used in the locations where the participants live and work.

Bus Workshops. Primary presenters: Steve Young, Francis A. Quinn, Kevin Broder-Dan Long, Charles Fischbach, Don Presley, and Martin Blaetsch. This workshop will provide information vital to spousal and promote membership. There will be a continental breakfast and door prizes for attendance. Proceeds from the sale of items will go to the UTU Auxiliary. Registration is open to the public and will be held for a free basket. Proceeds from the sale of items will go to the UTU Auxiliary. The workshop will provide information vital to spousal and promote membership. There will be a continental breakfast and door prizes for attendance. Proceeds from the sale of items sold will go to the UTU Auxiliary. In any way connected with or sponsored by the UTU Auxiliary.

General Chairperson, Part I. Primary presenter: Charles P. Fischbach. The purpose of this workshop is to improve the skills of general chairpersons in the area of preparing cases for arbitration. The presentation will examine any years of experience in hearing arbitration cases, outlining 15 or more of a general chairperson's successful case preparation.

General Chairperson, Part II. Primary presenter: Francis A. Quinn. The purpose is to examine the alternatives that are available to general chairpersons to handling the arbitration of cases. The presentation will cover the arbitration of general chairpersons in the area of preparing cases for arbitration.

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

Health Education. Primary presenter: Don Presley. A new product, Dust-N-Net, has been introduced which eliminates dust particles from sand. Attendees will learn how they can benefit from a dust-free and similar hazards which can be avoided.

Historical Perspective and the Future of Rail Labor. Primary presenter: James McDonnell. The workshop will explore the basic understanding of the collective bargaining process at the local level. Participants will become familiar with how to develop local agreements and contracts. Teams of general chairpersons will work geographically depending on the location of the workshop. These teams will help people to develop or enhance their understanding of the collective bargaining process used in the locations where the participants live and work.

Honoring Service. Primary presenters: James McDonnell. This workshop will celebrate the contributions of general chairpersons and members to the UTU and the railroad labor movement. Participants will have a thorough understanding of what qualifies a member for election and similar hazards which can be avoided.

Negotiating Skill. Primary presenters: Alan Fisher. Participants attending this workshop will learn how to prepare for investigations. The presenter will impart his knowledge of what kinds of strategies work and should be included, and what strategies will tend to dilute case records and weaken the case when conducting the investigation. The presenter will discuss sub-union, dilution and aduption phenomena; due process dilemma, and alternative methods of testing.

Drug and Alcohol Testing. The UTU Perspective. Primary presenter: Ray Lineweaver. This workshop will outline current updates on Federal rules for CDL operators, operating crafts, airline pilots, and air traffic controllers. The workshop will involve their experience in handling legal and safety issues related to drug and alcohol testing.

The Duty to Accommodate in Canada. Primary presenters: Kathleen Vance and Clint Miller. This workshop will examine the role that the Federal Employers Liability Act (FELA) plays in both the member and the organization. The presenter will impart his knowledge of what kinds of strategies work and should be included, and what strategies will tend to dilute case records and weaken the case when conducting the investigation. Participants will learn how arbitration works and the problems which arise from improperly prepared or inadequate documentation.

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

Local Chairperson, Part I. Primary presenter: Alan Fischer. Participants attending this workshop will learn how to prepare for investigations. The presenter will impart his knowledge of what kinds of strategies work and should be included, and what strategies will tend to dilute case records and weaken the case when conducting the investigation. Participants will learn how arbitration works and the problems which arise from improperly prepared or inadequate documentation.

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

Racing to the Bottom. Primary presenter: Arty Martin. This workshop will examine the actions and inactions that have led to the conclusion that we must protect the union so that our kids can live in a country that protects us all, the UTU! The workshop will explain current and ongoing national negotiations and serve as a general committee meeting for yardmasters.

Your Money and How It Works. Primary presenter: John Nadaolin. This workshop is designed to illustrate the cost-of-living adjustments to the working women in our union, as well as the transportation industry.

 realizado por: Cornell University Workplace for Work Life. Balancing Work and Family Life examines the challenges and strains of balancing work and family life in the railroad transportation industry. Drawing on data from the Cornell Workplace Study, participants will discuss new trends and research on workplace, working families, and strategies for improving the balance between work and family life.

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### 2000 UTU/UTUIA Regional Meeting Schedule

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

#### Monday
- **8:30 a.m.-10 a.m.** General Session, with International President Charles L. Little
- **10 a.m.-10:15 a.m.** Break
- **10:15 a.m.-noon** Bus Workshop: Interviewing
- **11 a.m.-12:15 p.m.** Secretary-Treasurer: Open Session
- **12:15 p.m.-1:15 p.m.** Bus Workshop: Interviewing
- **1:15 p.m.-3 p.m.** Auxiliary tours depart
- **3 p.m.-3:15 p.m.** Break
- **3:15 p.m.-5 p.m.** Bus Workshop: Grievances II
- **5 p.m.-7 p.m.** Bus Workshop: Interviewing
- **7 p.m.-10:30 p.m.** Buffet Dinner with entertainment, casual dress

#### Tuesday
- **8:30 a.m.-10 a.m.** Bus Workshop I: Open Chairpersons’ Meeting
- **10 a.m.-10:15 a.m.** Break
- **10:15 a.m.-noon** Bus Workshop II: Open Chairpersons’ Meeting
- **11 a.m.-12:15 p.m.** Secretary-Treasurer: Open Session
- **12:15 p.m.-1:15 p.m.** Bus Workshop: Grievances I
- **1:15 p.m.-3 p.m.** S&T: One on One
- **3 p.m.-3:15 p.m.** Break
- **3:15 p.m.-5 p.m.** Bus Workshop: Grievances II
- **5 p.m.-7 p.m.** General committee meetings
- **7 p.m.-10:30 p.m.** Tropical theme reception, with entertainment, heavy hors d’oeuvres, dress accordingly

#### Wednesday
- **8:30 a.m.-10 a.m.** Bus Workshop: Arbitration I
- **10 a.m.-10:15 a.m.** Break
- **10:15 a.m.-noon** Bus Workshop: Arbitration II
- **11 a.m.-12:15 p.m.** Secretary-Treasurer: Open Session
- **12:15 p.m.-1:15 p.m.** Bus Workshop: Arbitration I
- **1:15 p.m.-3 p.m.** S&T: One on One
- **3 p.m.-3:15 p.m.** Break
- **3:15 p.m.-5 p.m.** State Legislative Board meetings
- **6:30 p.m.-10:30 p.m.** President’s Reception/Banquet, semi-formal dress

### Airlines offer discount fares

UTU members planning to attend one of the 2000 Regional Meetings should know that discount air fares to the Regional Meeting cities have been arranged by the International. Members wishing to inquire about discount air fares to Reno, Nev., or Birmingham, Ala., should call Southwest Airlines toll-free at (800) 433-5368. Identify yourself as with the UTU and refer to I.D. code G0530 for Reno or I.D. code G0540 for Birmingham, Ala.

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

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

### UTU Insurance Association room

At the 2000 Regional Meetings, representatives of the United Transportation Union Insurance Association will be available from 7:30 a.m. until 5 p.m. on all days to answer questions regarding any UTU insurance or investment products.
Each Regional Meeting lasts a full three days, with the President's Banquet on the evening of the third day. The $125 advance registration fee per member or guest includes: Sunday welcome reception; Monday lunch and evening buffet dinner and entertainment; Tuesday lunch and evening theme reception and entertainment; Wednesday lunch and evening Presidential reception and banquet, as well as all training workshop materials. On-site registration is $175 per member or guest. Your name badge will be your admission ticket to all events and festivities.

New this year are one-day registrations for those members who would like to attend the Regional Meetings but can't spare the time away from work or family. The cost of a one-day registration for any day is $50. Payments for individual events, such as lunches and tours, can be made at each meeting. Also new this year are registration procedures, with separate registration forms for members and guests. Additionally, credit cards are now being accepted for payment of Regional Meeting fees. At this time registration is not available on the UTU website.

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

### Golf at Regional Meetings

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

**Reno, Nev., golf outing**
Date: Sunday, June 11, 2000; registration deadline June 1
Place: The Golf Club at Genoa Lakes, Genoa, Nev.
Tee-off: 8 a.m. shotgun start

**Birmingham, Ala., golf outing**
Date: Sunday, July 9, 2000; registration deadline June 30
Place: Oxnmoor Valley, Birmingham, Ala.
Tee-off: 8 a.m. shotgun start

**Minneapolis, Minn., golf outing**
Date: Sunday, Aug. 27, 2000; registration deadline Aug. 17
Place: Majestic Oaks Golf Club, Ham Lake, Minn.
Tee-off: 7:30 a.m. shotgun start

### UTU Regional Meeting Registration Form

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

Which Regional Meeting will you be attending?
- ☐ Reno
- ☐ Birmingham
- ☐ Minneapolis
- ☐ UTU Local

Name _____________________________
Title (if any) _______________________
Name for Badge (if different) ________
Home address _______________________
City/State/ZIP ____________________
Daytime telephone number ( ) __________
How will you be paying? ☐ By enclosed check     ☐ By credit card
Circle type of credit card VISA MasterCard
Credit card number __________________
Expiration date ____________________ Amt. charged ______
Signature __________________________

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

### Guest Registration Form

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

Which Regional Meeting will you be attending?
- ☐ Reno
- ☐ Birmingham
- ☐ Minneapolis

Name _____________________________
Name of Member ___________ Local ___________
Relationship to member __________

### Golf Registration Form

Which golf outing will you be attending?
- ☐ Reno
- ☐ Birmingham
- ☐ Minneapolis

Name _____________________________
Address ___________________________
City/State/ZIP _____________________
Handicap or average 18-hole score ________

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