UTU strong and growing,
committed to Power of One

National Contract Talks
"As chief negotiator, I have given Byron Boyd one primary objective: Get the best possible economic contract for UTU members, and get rid of the two-tiered wage structure. I believe it is fair to report to you that we remain cautiously optimistic that we will achieve our goals sooner rather than later. I can also honestly tell you that if we fail to reach an agreement with the carriers before the November presidential election, it may then become a more drawn-out negotiation. We do not want Congressional intervention on this contract as happened seven times between 1982 and 1991. "No other issue that this union is involved in right now — including our ongoing dispute with the BLET — is more important to us than negotiating this contract. We intend to be the first union that reaches an agreement with the carriers, but only the right agreement. History has proven that when the UTU doesn’t lead in national contract talks, rail employees get bad contracts."

Continued on page 8

Metra workers ratify contract
CHICAGO – More than 320 UTU-represented conductors working on Chicago’s Metra commuter railroad have ratified a new seven-year agreement that is being hailed as one of the best commuter rail agreements in the nation.

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

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

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

Continued on page 5

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

Almost 98% of the MTA members who cast ballots voted to give union leaders the power to call a strike, but no date for a walkout was set. In response to the union vote, MTA officials plan to immediately ask Gov. Gray Davis to impose a 60-day cooling-off period. That would prevent any strike until after the Democratic National Convention is held in Los Angeles in mid-August. The MTA’s contracts expired at midnight June 30.

With time for bargaining running out, negotiations with the UTU reportedly are moving slowly. No agreement has been reached on scheduling and overtime, health benefits, reducing workers’
Local 259, St. Joseph, Mo.

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

Local 469, Madison, Ill.

Light rain failed to dampen spirits at the annual picnic last month, said Secretary and Treasurer John I. Payer, who thanked Designated Legal Counsel Lance Callis and the Midwest Rail Rangers for their sponsorship. Enjoying the food and live music were members of Locals 1388 and 1405 from St. Louis, Mo., as well as other guests, including members of Local 1534 from Chicago, Ill., Local 1517 from Cincinnati, Ohio, and Local 1929 from St. Louis, Mo. On hand was the UTU's mobile education and training coach, Membership 1. Members also participated in “Join Hands Day” by adopting 20th Street in Granite City as part of a beautification project. Meanwhile, General Chairperson Dave Wier (GO-919) is spearheading a Card-ascard elections on the Terminal Railroad and Manufacturers' Railroad, "even though the BLE has withdrawn their desire to represent the engineers by way of a letter from BLE President Dubroski," Payer said.

Local 471, Eugene, Ore.

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

Local 655, Bluefield, W.Va.

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

Get in the UTU News.

Monthly winner

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

Member has hand in safety program

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

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

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

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

Cappadocio had no prior experience with puppets, except in sixth grade when he was picked to run a marionette. “It stuck in my mind at a big enough ham to play along and became my partner in this venture.”

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

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

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

Local 770, Heavener, Okla.

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

Local 857, San Antonio, Tex.

An Amtrak employee John J. quesada was pre- sented late last month with a safety achieve- ment award at the Amtrak 2000 President’s Service and Safety Award Banquet in Wash- ington, D.C., according to fellow local mem- ber G.L. Morris.

Local 924, Richmond, Va.

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

Local 1439, Lincoln Park, Mich.

Members are being invited to attend regu- lar meetings held at 7 p.m. on the last Monday of the month at the VFW Hall in Southgate by member Dennis Kernen, who noted the gathering offer a great opportunity to voice questions and complaints.

Local 1715, Charlotte, N.C.

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

Local 1778, N. Vancouver, B.C.

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

News from around the U.S. and Canada

Local Chairperson Edward A. Loy, Wright and his family face enormous medical bills, and Loy is asking UTU members to send let- ters of support to Wright at 5034 State Hwy. 292 East, Burnwell, KY 41514.
Government eyes drug restrictions

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

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

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

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

Mantlo chosen Volunteer of Year

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

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

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

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

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

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

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

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

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

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

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

Safety team gets training

The University Transportation Union’s Transportation Safety Team (TST) was the first organized-labor group to attend the National Transportation Safety Board (NTSB) advanced training seminar held recently at Washington, D.C.

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

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

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

The T ST team consisted of Altemate National Legislative Director James A. Stem; TST National Chairman Jim Hall; TST National Coordinator James R. Cumbey, and TST member C.D. “Bud” Davis. Standing at the International Seminar, (left to right) are NTSB Transportation Safety Team (TST) member Robert McCormick and Linda Mantlo.

By Bernie McNells
By Don Carver

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

Ballots were tallied separately for the general committees representing yardmasters on the former Southern and former Western systems. Members of the Southern committee, GO-346, led by William B. Headrick, Jr., voted 74.7 % in favor of the agreement. Members of the Northern Western committee, GO-345, led by Robert J. Cooper, voted 75.5 % in favor of the agreement. The percentages are based on the count of valid ballots returned to the International. Wages and benefits increases provided in the new agreement became effective June 26, 2000. Distribution of the new agreement to affected members will be made as soon as they are printed.

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

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

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

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

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

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

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

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

Webcasting to the world

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

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

UTU is known across North America for being the union on the move. Although we may not be able to do everything that our members want, no one can question that we are fighting the battles that must be fought.

Some of us get frustrated at times on what trade unionism brings to our tables. We want and expect more from our union membership. But let’s take a moment to see what trade unionism brings to most workers.

Trade unionism is not just about wages, working conditions, healthcare, and retirement benefits. It is about dignity and respect in the workplace.

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

Would you have the type of healthcare plan that you have now? I think we all know the answers to these questions.

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

They stand ready to call on a local, state or federal agency for investigation, or possible fines, for safety violations on your property.

UTU continues to attract new members. Some may ask, “Why is this happening?” I am sure that a lot of it has to do with the excellent job that our leadership is doing in Cleveland, Ohio.

They have taken us to places that we have only dreamed of going. They have taken us to places that we have only dreamed of going.

But don’t forget about UTU’s educational program, which is the envy of every transportation union that our leadership is doing in Cleveland, Ohio.

Another important part is Membership, which is the envy of every transportation union. As it crisscrosses this continent, Membership brings education right to our members’ hometowns.

Membership is also being used as an effective organizing tool that, I’m sure, has been the cause of many heart attacks when parked in front of a non-union employer.

But the real reason that UTU is growing is you. You are telling people what a great union you’ve got.

UTU is not just the headquarters in Cleveland. It is not just Charlie Little or Byron Boyd or the other International officers or even the officers of your local. UTU is each and every one of you.

And when you sell other people on the benefits of trade unionism, not only does this union grow, but you also do them a tremendous favor.

JB/ISP, new UTU credit card

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

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

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

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

Here’s how to claim JB/ISP benefits: For payment under discipline issues, we must be furnished with a copy of the investigation transcript, letter of discipline and/or a signed waiver.

When a claim is filed, and we do not receive any of the above items, the result is a delay in your payment. Also, please note that under the JB/ISP, a person has 60 days from the date of discipline to submit a claim.

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

Now I can report we are in negotiating an excellent new credit card deal with National City Bank. We are suggesting that those of you who have the former UTU Huntington credit card obtain the new National City Bank UTU VISA card, which will contribute one-half percent of purchases to UTU education. When you do that we also suggest that you transfer any debts from the old card to the new card. In doing so you will receive an introductory rate of 3.9% for the first six months on both purchases and debt transfers. This will save you money in interest charges.

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

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

JB/ISP, new UTU credit card

By Paul Thompson

Paul C. Thompson, General Sec./Treas.
News from UTU State Legislative Boards

Illinois

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

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

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

Kentucky

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

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

Marshall and Assistant Legislative Director David Miracle were called to the Senate floor to be photographed with President of the Senate David Williams as the measure passed the Senate 37-0, and later attended a ceremony where Governor Tom Vilsack perused photographs of a train wreck and the train’s engineer was killed, inducing the state to approve stricter fines for motorists who fail to yield to trains at grade crossings.

Gov. Patton formally signed the bill into law. “The UTU was instrumental in the passage of this bill, which was considered at 11:30 p.m. on March 29 and was the last bill to be passed by the 2000 General Assembly,” Marshall said.

Massachusetts/Rhode Island

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

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

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

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

Iowa

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

S.F. 2359, which doubles fines for failure to yield to a train at a grade crossing and quadruples fines for causing an immediate safety threat such as racing a train to a crossing, was drafted following the Buckeye accident, which killed engineer Randy Oertwig and injured UTU Local Chairperson Al Suozzo.

Legislative Director Pat H. endrick noted that the legislation also requires the Iowa Department of Transportation to draft rules regulating the boxes of service of crew drivers.

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

Arizona

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

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

Olson said local legislative representatives will visit every railroad employee, regardless of any other railroad workers who wish to register and to encourage those who may be away from home for seasonal work to register.

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

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

Washington

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

Class I railroads have until Jan. 25, 2001, to meet the new walkway standards, which regulate the drainage, slope and width of walkways, the materials used for walkway construction, and other criteria. Class II and III railroads have until 2003 to meet the standards.

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

Rettetar said that UTU Designated Counsel Larry Mann provided excellent testimony during the hearing process. Mann also thanked the UTU’s Legislative Reps. Jim Shelley (556), Bruce Nott (1173) and Eugene Bevacqua (1505) for their assistance in this successful effort.

Metra deal

Continued from page 1

members,” King said.

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

Contributions to employees’ 401(k) plans increase to $5 for each day of compensated service between $6 and $4 per compensated day, and $2 per day in 2003.

To top it off, King says, the agreement provides group supplemental short-term sickness insurance for all employees up to $252 per week for up to 104 weeks (two years) during periods of short-term illness or disability.

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

“including wages and benefits, it amounts to a $185-million package...it’s a pretty sizable package,” King said.

The agreement was negotiated by King and Vice General Chairperson Jack Cunningham, with assistance from UTU Vice Presidents Bruce Wigen and Patrick D. Brennan.

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

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

“I especially want to thank the members of this general committee of adjustment who assisted in obtaining this agreement, and UTU President Charles Little and Assistant President Boyd for their support throughout this process. This was in a very unique situation,” King said.

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

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

MTA strike

Continued from page 1

compensation losses and other subjects.

General Chairperson James A. Williams said the vote does not mean a strike will take place.

“it has been the case for many years that meaningful negotiations do not really begin until there is some kind of a deadline in place, and this is the first step in establishing such a deadline.”

The union represents about 5,000 bus and train operators, and any walkout would cripple transit operations. MTA spokesman Marc Littman said the agency would be able to operate the subway system and two light rail lines. Bus service would be severely curtailed, with MTA able to move only 1% of the service.

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

The MTA’s chief labor negotiator, Thomas Webb, said the strike authorization vote “sends the wrong message to all of the people who are looking at or are involved with the MTA.”
Regional Meeting participants celebrate

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

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

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

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

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

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

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

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

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

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

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

Winning the award this year for top average Transportation Political Education League (TPEL) contribution per member, by state, was Local 500, Grand Junction, Col., (center) and his wife, Linda. Mantlo was honored as the United Transportation Union Insurance Association’s Volunteer of the Year.
Discussing business and pleasure are (from left) Bob Fisher of Local 1043, Sparks, Nev.; Rod Nelms of Local 1775, Winnemucca, Nev., and Local Planning Committee member Mike Godwin of Local 1200, Portola, Calif.

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

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

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

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

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

With attendance figures rivaling those counted at last year’s UTU/UTUIA Regional Meetings, the first of this year’s three fraternal and educational meetings drew just short of 1,400 participants, setting a record for Regional Meetings held in the western part of the country. Above, members listen as UTU International President Charles L. Little delivers his “State of the UTU” address, which inspired the crowd to respond with repeated standing ovations.
BLE, BMWE against bill

“Our philosophy does not include taking away one piece of the pie from one group and giving it to the other. We don’t believe in taking this approach. That is why we are against giving post-80ers. We believe in making the pie bigger for us all. We believe in saving jobs and crafts so there will be a job and craft and a pie for everyone. Nobody ever thought that the rate of promotion to conductor and engineer would have shrunk into such a small time frame as it has today. Today, and let me say this very clearly, no conductor, engine foreman, engineer, or yardmaster should be subjected to early retirements. There is simply no room for paying these union members less for doing the same work in the same position.”

Railroad Retirement

“We are working in a coalition with 10 other AFL-CIO unions to enact the best changes to the Railroad Retirement System in a generation. And isn’t it strange that two rail unions that belong to the AFL-CIO – the BLE and the BMWE – are on the outside of the table with the 11 other unions on this vital matter which affects the lives and futures of three million railroad workers? The UTU stands with you 100% in your talks with the MTA. We know that the MTA has talked about cutting health care and pension improvements for younger workers, and we can finally fix the widow and widower benefit to bring a full pension payment to these union members less for doing the same work in the same position as it has today. Today, and let me say this very clearly, no conductor, engine foreman, engineer, or yardmaster should be subjected to early retirements. There is simply no room for paying these union members less for doing the same work in the same position.”

BLE, BMWE against bill

“No, you tell me how can a rational leader of a rail union be against helping widows? Yet it is the UTU that is fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect. That’s what all 11 union representatives are fighting that battle, and your efforts are having the opposite effect.
Voices:

What issues do women face in the transportation industry?

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

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

Bonnie Morr
L-23, Santa Cruz, Cal.

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

Julie Watson
L-492, Roseville, Cal.

“I’m a Union Pacific conductor in Roseville, Cal., and in 1978 I was among the first women who hired out. The issue that has been around forever has been one of always standing out, whether I want to or not. There are around 200 trainmen there, and I’m the only woman now in Roseville. I always aware that if I don’t do my job as well, people will notice more, consequently, I always try my best. Even though I’ve been around 22 years, there are still times I feel I need to prove myself. There were women in the industry in the late 1970s, and I miss the camaraderie we had.”

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

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

The United States Supreme Court held recently, in a case called Norfolk Southern v. Shanklin, that the railroad cannot be held liable for providing less than adequate facilities or services to women. This case did not involve the FELA. However, many of the issues that contributed to Shanklin are relevant to women working in the transportation industry. Whether they are downgrading women, lowering their pay, or not providing safe and sanitary facilities, women need to address ergonomics. Women are built differently and our areas of stress differ. Women are more high-profile in our jobs because there are fewer of us, but in terms of intimidation and harassment, it’s far less than it was. The women who came through before I did corrected many problems.

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

Schum, George F. 1601 Indianapolis, Ind.

Scholes, Patrick J. 1081 Glendale, AZ

Randall, Edward C. 1081 Glendale, AZ

Kemp, John G. 1059 Minot, ND

Williams, Charles G. 1007 Syracuse, NY

Wright, John E. 1007 Syracuse, NY

Feurer, Christopher 977 Chicago, IL

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Gr
Clinton reappoints Speakman, Keever to Rail Retirement Board

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

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

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

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

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

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

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

Bryant served as a member of the 40-person unification committee that drafted the merger plan creating the UUTU, and served as UTU assistant GSS&T until 1974, when he was elected by the UUTU board of directors to fill a vacancy as assistant president. He was elected to the post at the 1975 UUTU convention, and remained in that position until he retired in 1986.

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

A member of the U.S. Army Signal Corps in 1945-46, Bryant is a member of the Ancient Free & Accepted Masons and Shrine, Bryant is survived by his wife of 58 years, Barbara, two sons, and three grandchildren.

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

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

Scanlan is survived by his wife, Marie Ann, a daughter, and a son.
Each Regional Meeting lasts a full three days, with the President’s Banquet on the evening of the third day. The $125 advance registration fee per member or guest includes: Sunday welcome reception; Monday lunch and evening buffet dinner and entertainment; Tuesday lunch and evening theme reception and entertainment; Wednesday lunch and evening Presidential reception and banquet, as well as all training workshop materials. On-site registration is $175 per member or guest. Your name badge will be your admission ticket to all events and festivities.

New this year are one-day registrations for those members who would like to attend the Regional Meetings but can’t spare the time away from work or family. The cost of a one-day registration for any day is $60. Payments for individual events, such as lunches and tours, can be made at each meeting. Also new this year are registration procedures, with separate registration forms for members and guests. Additionally, credit cards are now being accepted for payment of Regional Meeting fees. At this time registration is not available on the UTU website.

Make all checks (U.S. funds only, please) payable to “UTU Regional Meeting.” Send your completed forms to UTU Meeting Registration, 14600 Detroit Ave., Cleveland, OH 44107-4250.

You may cancel seven full days prior to arrival with no penalty. Please fax any changes or cancellations immediately to the UTU International at (216) 228-5755.

July 10-12, 2000
Sheraton Hotel
2101 Civic Center Blvd.
Birmingham, AL 35203
Telephone: (205) 324-5000
Toll-free reservations: (800) 325-3535
Advance registration deadline: June 30, 2000
UTU room rate: $99 single/double; $105 triple/quad if still available; otherwise, prevailing rate
Parking: self $7 per day; valet $12 per day, both with in/out privileges

August 28-30, 2000
Minneapolis Hilton and Towers
1001 Marquette Ave.
Minneapolis, MN 55403
Telephone: (612) 397-4999
Toll-free reservations: (800) 445-8667
Reservation code: UTU Regional Meeting
Advance registration deadline: August 18, 2000
Room rate: $119 single/double; additional person $20
Room reservation deadline: July 20, 2000
Parking: self $12.50 per day; valet $20 per day, both with in/out privileges

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

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

Minneapolis, Minn., golf outing
Date: Sunday, Aug. 27, 2000; registration deadline Aug. 17
Place: Majestic Oaks Golf Club, Ham Lake, Minn.
Tee-off: 7:30 a.m. shotgun start; transportation departs the host hotel at 6 a.m.

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

UTU Local ________________
Name ____________________
Title (if any) ______________
Name for Badge (if different) __________________
Home address ____________________
City/State/ZIP ______________
Daytime telephone number ( ) __________________
How will you be paying? ☐ By enclosed check
☐ By credit card
Circle type of credit card VISA MasterCard
Credit card number __________________
Expiration date ____________ Am’t charged __________________
Signature __________________

On-site registration is $175 per member or guest

Guest Registration Form
To be used by spouses, children and guests of UTU members attending a Regional Meeting. Which Regional Meeting will you be attending?
☐ Birmingham  ☐ Minneapolis

Name ____________________
Name of Member Local ________________
Relationship to member ____________________

Golf Registration Form
Which golf outing will you be attending?
☐ Birmingham  ☐ Minneapolis

Name ____________________
Address ____________________
City/State/ZIP ______________
Handicap or average 18-hole score __________________

Golf at Regional Meetings
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.

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Tee-off: 7:30 a.m. shotgun start; transportation departs the host hotel at 6 a.m.
New VISA® card now available

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

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

**UTU NO ANNUAL FEE VISA PLATINUM AND CLASSIC VISA**
- Introductory 3.9% APR for the first six billing cycles; thereafter, the Prime Rate plus 4.9%, currently 14.4%
- At least a 25-day grace period on purchases

**ADDITIONAL VISA PLATINUM BENEFITS**
- $250,000 travel accident insurance
- Automatic rental car insurance
- Global emergency travel assistance services

All UTU cards have a special Internet e-commerce rebate program that lets members earn rebates from 5% to 20% on purchases made through the PrimeCard e-commerce website. Rebates will be automatically received on the VISA statement for purchases from more than 500 merchants like Land’s End, Barnes & Noble, The Gap, Hardware.com, CarParts.com and The Sharper Image.

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

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

*The information about the costs of the cards described is accurate as of 5/31/00. The introductory 3.9% APR is valid for the first six billing cycles on purchases and balance transfers. Thereafter, the APR for purchases and balance transfers will be variable, currently 9.5% for Prime Rate VISA and 4.9% for No Fee VISA. The variable cash advance APR is currently 14.4%. There is an additional fee of 4.9% of purchases and balance transfers if paid in full within 25 days. Cash advance tax is 3% of advance amount. $5 minimum. Cash equivalent item fee: 3% of advance amount. $10 minimum. Minimum finance charge: $5 in any month in which balance is not paid in full. There is at least a 25-day grace period on purchases if the balance is paid in full monthly.

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July 2000

ISSN 0098-5937

Published monthly by the United Transportation Union, 14600 Detroit Ave., Cleveland, Ohio, and additional mailing offices • Charles L. Little, International President; Paul C. Thompson, General Secretary/Treasurer • This publication available on microfilm from UMI, 300 N. Zeeb Rd., Ann Arbor, MI 48106 • POSTMASTER: Send address changes to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.

Wouldn’t it be nice to be able to custom-design a life insurance policy to suit your needs and pocketbook? UTUIA has it!

UTUIA’s **Ultimate Term** life insurance offers tremendous flexibility. You select the length of coverage, up to age 75. You select the amount of coverage during that time frame. Best of all, you control the premium you pay.

This kind of flexibility is possible with **Ultimate Term**: unique multi-choice format. Select level coverage to provide an income for your loved ones, decreasing coverage to ensure payment of a mortgage, or increasing coverage to protect against inflation. Custom coverage allows you to select a combination of all three – plus secure your children’s education. You determine the length of coverage, any changes in coverage, and the premium-paying schedule. It’s a perfect fit every time.

**ULTIMATE TERM:** Ultimate Term offers different types of protection: level, increasing, decreasing, or a combination of all three.

- **Level:** Protection remains at a fixed amount
- **Increasing:** Protection increases at stated intervals by a percentage, or by a specified amount
- **Decreasing:** Protection decreases at stated intervals by a specified amount, or by a percentage

*UTUIA has it! Infinite choices. One-of-a-kind solutions.*

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

(please print)

Full Name ____________________________ Date of Birth ________

Sex ________ UTUIA Local Number ________

Address ____________________________________________ City ________ State ________ Zip ________

Telephone number with area code: __________________________

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

7/00
In this special four-page insert of the July 2000 edition of the UTU News you will find rate tables, effective July 1, 2000, resulting from the application of a 15-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairperson if you have questions on these rates of pay.

Yardmaster rates of pay also will increase on July 1, 2000. Yardmasters should contact their general chairperson for the exact formula.
STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2000
RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

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<tr>
<th>WEIGHT ON DRIVERS (POUNDS)</th>
<th>DAILY RATES</th>
<th>MILEAGE RATES</th>
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<td>LESS THAN 80,000</td>
<td>$130.12</td>
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<td>80,000 AND LESS THAN 100,000</td>
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<td>$131.79</td>
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DAILY EARNINGS MINIMUM: $131.46
FLECTIVE JULY 1, 2000

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JULY 1, 2000
RESULTING FROM THE APPLICATION OF A 15 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT JUNE 30, 2000

CONDUCTORS AND TRAINMEN -
PASSSENGER AND THROUGH FREIGHT SERVICE

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<th>OCCOR &amp; ALL</th>
<th>ORC &amp; B-ALL</th>
<th>OCCOR &amp; ALL</th>
<th>ORC &amp; B-ALL</th>
</tr>
</thead>
<tbody>
<tr>
<td>REGIONS; BRT; REGIONS; BRT;</td>
<td>REGIONS; BRT; REGIONS; BRT;</td>
<td>REGIONS; BRT; REGIONS; BRT;</td>
<td>REGIONS; BRT; REGIONS; BRT;</td>
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<tr>
<td>SOUTH EAST REGION</td>
<td>SOUTH EAST REGION</td>
<td>SOUTH EAST REGION</td>
<td>SOUTH EAST REGION</td>
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</tr>
</tbody>
</table>

FOR MILES IN EXCESS OF:
THE BASIC DAY

| CONDUCTORS | $139.72 | $139.63 | 69.64¢ | 69.57¢ |
| ASST. CONDUCTORS/TICKET COLLECTORS | $131.55 | $131.41 | 66.06¢ | 65.97¢ |
| BRAKEMEN AND FLAGMEN | $128.70 | $128.52 | 64.57¢ | 64.52¢ |
| TRAIN BAGGAGEMEN | $129.29 | $129.12 | 64.92¢ | 64.83¢ |

THROUGH FREIGHT CONDUCTORS

| | FOR MILES IN EXCESS OF | THE BASIC DAY |
| BASIC RATES | $137.13 | $137.00 | 102.59¢ | 102.42¢ |

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

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

LOCAL FREIGHT CONDUCTORS

| BASIC RATES | $137.69 | $137.56 | 104.46¢ | 104.29¢ |

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

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

LOCAL FREIGHT BRAKEMEN AND FLAGMEN

| BASIC RATES | $128.92 | $128.78 | 98.48¢ | 98.35¢ |

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

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

MINIMUM DAILY EARNINGS:

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

MINIMUM DAILY EARINGS:

<table>
<thead>
<tr>
<th>OCCUPATION</th>
<th>DAILY RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>YARD CONDUCTORS (FOREMEN)</td>
<td>$154.03</td>
</tr>
<tr>
<td>YARD BRAKEMEN (HELPERS)</td>
<td>$147.64</td>
</tr>
<tr>
<td>SWITCHTENDERS</td>
<td>$141.00</td>
</tr>
</tbody>
</table>

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

### EFFECTIVE July 1, 2000

#### STANDARD BASIC DAILY AND MILEAGE RATES OF PAY

As of July 1, 2000

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

**FREIGHT CONDUCTORS AND TRAINMEN WITHOUT A MILEAGE COMPONENT IN THEIR ASSIGNMENTS**

| RATES INCLUSIVE OF CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955 | RATES INCLUSIVE OF CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955 |
| LESS THAN 81 CARS | $139.73 | $139.64 | $141.55 | $141.36 | 81 TO 105 CARS | $140.38 | $140.29 | $142.15 | $142.01 | 106 TO 125 CARS | $140.78 | $140.69 | $142.55 | $142.41 | 126 TO 145 CARS | $141.03 | $140.94 | $142.80 | $142.66 | 146 TO 165 CARS | $141.13 | $141.04 | $142.90 | $142.15 | 166 CARS AND OVER | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** | **---** |

**FREIGHT BRAKEMEN AND FLAGMEN**

<table>
<thead>
<tr>
<th>RATES</th>
<th>$130.74</th>
<th>$130.63</th>
<th>$132.37</th>
<th>$132.25</th>
</tr>
</thead>
</table>

**YARD CONDUCTOR (FOREMAN) RATES**

As of July 1, 2000

<table>
<thead>
<tr>
<th>Rate</th>
<th>Pro-rata: Hour</th>
<th>Overtime: Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Day: $154.03</td>
<td></td>
<td></td>
</tr>
<tr>
<td>pro-rata: Hour</td>
<td>$19,2538</td>
<td></td>
</tr>
<tr>
<td>Overtime: Hour</td>
<td>$28,8807</td>
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</tr>
</tbody>
</table>

**YARD BRAKEMAN (HELPER) RATES**

As of July 1, 2000

<table>
<thead>
<tr>
<th>Rate</th>
<th>Pro-rata: Hour</th>
<th>Overtime: Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Day: $147.64</td>
<td></td>
<td></td>
</tr>
<tr>
<td>pro-rata: Hour</td>
<td>$18,4550</td>
<td></td>
</tr>
<tr>
<td>Overtime: Hour</td>
<td>$27,6825</td>
<td></td>
</tr>
</tbody>
</table>

### SWITCHTENDER RATES

As of July 1, 2000

<table>
<thead>
<tr>
<th>Rate</th>
<th>Pro-rata: Hour</th>
<th>Overtime: Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Day: $141.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>pro-rata: Hour</td>
<td>$17,6250</td>
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</tr>
<tr>
<td>Overtime: Hour</td>
<td>$26,4375</td>
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</table>