

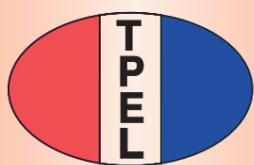
# UTU News

The Official Publication of the United Transportation Union

## WELCOME TO THE "VOICE OF TRANSPORTATION LABOR"

"The UTU stands behind our brave brothers and sisters who work on the MTA as they do what they must to get a fair and just contract. Our prayers and thoughts are with all of them during this difficult time."

- UTU International President Charles L. Little



*Special 4-Page  
Election 2000  
Guide Inside*

## News & Notes

### UTU, carriers reach deal

PORT LUDLOW, Wash. - As this issue of the *UTU News* was going to press, the UTU and the nation's major freight railroads represented by the National Carriers Conference Committee announced that a tentative agreement has been reached for a new collective bargaining agreement.

It is the first agreement to be reached between the carriers and any of the 13 standard labor unions taking part in the current round of bargaining, which began last November.

The proposed agreement covers train and engine service employees, and yardmasters, who make up nearly one-third of the railroads' work force, on about 95% of the nation's Class I rail carriers.

Complete details of the tentative agreement will be made available in an upcoming edition of the *UTU News* and on the UTU website at <utu.org>.

### Regional Meeting dates

CLEVELAND - The UTU/UTUIA Regional Meeting dates and cities for 2001 and 2002 have been announced. They are: June 25-27, 2001, at the Sheraton Greensboro Hotel at Four Seasons/Joseph S. Koury Convention Center in Greensboro, N.C.; July 23-25, 2001, at the Delta Winnipeg/Convention Center in Winnipeg, Manitoba, Canada; August 20-22, 2001, at the Hyatt Regency/Convention Center in Albuquerque, N.M.; June 16-19, 2002, at the Reno Hilton in Reno, Nev.; July 28-31, 2002, at the Hyatt Regency in Washington, D.C.; August 18-21, 2002, at The Fairmont Hotel in New Orleans, La. Watch the *UTU News* and UTU website <utu.org> for complete details.

## Senators line up behind rail retirement reform bill

*More than two-thirds  
of Senate backs bill  
to improve rail pensions*

WASHINGTON, D.C. - With the overwhelming passage of the Railroad Retirement reform bill in the U.S. House of Representatives now a chapter in history, the unified 13-member Rail Labor Coalition is focused on quick passage in the Senate.

The coalition is also continuing a campaign

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seeking a White House endorsement of the Railroad Retirement legislation.

Since passing the House by a vote of 391 to 23 in early September, at least 73 senators have now pledged to support the Railroad Retirement and Survivors Improvement Act of 2000.

Also, since the House okayed H.R. 4844, both the Brotherhood of Locomotive Engi-

## UTU members strike MTA

LOS ANGELES - At 12:01 a.m., September 16, thousands of UTU-represented bus and rail operators hit the picket lines, plunging the nation's second-largest city into a strike.

As this issue of the *UTU News* was going to press, more than 4,300 UTU members were still on the picket lines and the MTA's 450,000 daily riders had no public transportation. Negotiations had resumed.

The walkout came after months of bar-

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neers (BLE) and Brotherhood of Maintenance of Way Employes (BMWE) have dropped their opposition in Congress to the legislation.

In exchange for supporting the Railroad Retirement bill before the U.S. Senate, the 11

*Continued on page 8*

## Prankster nabbed in member death

BROOKINGS, S.D. - Authorities have arrested a man they suspect tampered with a rail switch, causing a train derailment that killed a UTU member and seriously injured another rail worker.

Andrew Goltz, 20, was arrested days after the accident. He is charged with willful derailment or damage to a train involved in interstate commerce, U.S. Attorney Ted McBride said Aug. 30.

In the incident, a Dakota, Minnesota & Eastern Railroad train was diverted to a side track and plowed into parked rail cars.

Conductor Bradley G. Davis, 38, a resident of Huron, S.D., and a member of UTU Local 64 in Huron, was killed in the wreck. Engineer Dennis C. Baum, also a resident of Huron and a member of UTU Local 64, had his left arm amputated and suffered broken bones in his

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## L&DRR workers finally win pact

LAFAYETTE, La. - The employees of the Louisiana & Delta Railroad (L&DRR) waited seven years for the Brotherhood of Locomotive Engineers (BLE) to get them a contract.

Then they gave up and turned to the UTU.

The result was that the UTU got them a

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contract in eight months, and a good one at that.

In 1992, the BLE won representation rights over the 18 train and engine service workers on the L&DRR, which operates about 100 miles of track between Lafayette and Thibodaux, La. But for more than seven years, the BLE left the workers in limbo, never bothering to hammer out a pact with the carrier.

Fed up with seven years of BLE inaction, the

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# Around the UTU

## News from around the U.S. and Canada

### Local 168, Chicago, Ill.

Members are planning their annual Holiday Season Dinner, which focuses on the local's retirees and will be held at 6 p.m., December 13, at the Hickory Pit (2801 S. Halsted Street, Chicago). Those who retired as members of the local are urged to contact **Morris Vanderhack** or **Monica Ferrer**, or write to Secretary **Lee Channing** at 8525 Oak Ave., Gary, IN 46403, call him at (219) 938-8665, or send him e-mail at <ltgc@concentric.net>.

### Local 219, Hannibal, Mo.

Members are mourning the loss of BNSF conductor **Kenneth C. Timbrook**, 53, of New London, who was killed while on duty September 9, according to State Legislative Director **W. L. Foster**, who noted the death is under investigation. Timbrook had served as local secretary and is survived by his wife, Linda, a son, a daughter, and four grandchildren.

### Local 243, Fort Worth, Tex.

This summer's Union Day event included a blood drive and a raffle, held in the name of **Daniel Fletcher** (son of UTUIA Field Supervisor **Joe Fletcher**), that raised \$600 to fight Cystic Fibrosis, said Secretary **Randy Reed**. In attendance were International Vice President **Kim Thompson**, UTUIA Field Supervisors **Fletcher**, **Gene Felling** and **T.E. Condran**, State Legislative Director **Connie English**, and Designated Legal Counsel **Rod Steinburg** and **Michael Herzik**.

### Local 469, Madison, Ill.

Members made the Labor Day parade and picnic held by the St. Louis/East Tri-City Labor Council a great success, thanks to the sponsorship of Designated Legal Counsel **Lance Callis** and the **Midwest Railroaders**. A UTU float, built in the shape of a steam engine and caboose by **Steve Sauget** of Local 1405, St. Louis, Mo., and the late **Jim "Jumbo" Crouch**, was accompanied by members and their families flying the union's flag, said Secretary and Treasurer **John I. Payer**. Meanwhile, members donated \$125 to the Granite City Police DARE fund to prevent drug abuse among the community's youth.

### Local 490, Princeton, Ind.

Members working for Norfolk Southern are hailing the efforts of conductor **Kenny Head** and Engineer **R. "Tom" Meier** following a switching accident that cost **William H. Brown**, a 30-year member, his right leg, said Delegate **James "Mike" Lewis**, who noted the two may well have saved Brown's life. While on a road assignment, Head found Brown with his right leg severed. Head and Meier used a belt as a tourniquet and radioed for help, which arrived eight minutes later.

### Local 577, Northlake, Ill.

Labor Day coincided with the local's annual family picnic, which despite the weather was enjoyed by all, said Secretary **Kenneth J. Larson**, who thanked the officers, members and designated legal counsel who helped make the event a success. Meanwhile, members are mourning the death of **Joseph Dencoff** of Cabool, Mo., who died in July.

### Local 597, Des Plaines, Ill.

Members, employed by Union Pacific, held a food drive to mark **Join Hands Day** on June 17, said Vice Local Chairperson and Field Supervisor **Harry Lewis, Jr.**, who noted the local collected 120 lbs. of nonperishable food.



Representing the two UTU locals based in the District of Columbia and accepting the TPEL awards recognizing their fellow members' contributions are (from left) **Ray Cunningham**, **Steve Fritter** and **Eddie Johnson** of Local 1933, and **Pat Ryan** of Local 1522.

### District of Columbia comes to TPEL's aid

Since at least 1996, members in Wisconsin have led the pack when it came to the average contribution per member, by state, to the Transportation Political Education League (TPEL), the UTU's political action committee.

But this year, the announcement of the TPEL Achievement Awards held a surprise, with the District of Columbia, where Locals 1933 and 1522 are based, taking the top spot.

Besides recognizing the average contribution per member by state, the TPEL Achievement Awards also recognize the average contribution per member by local. For the first time, a District of Columbia unit, Local 1933, made the top-ten list, with a fifth-place ranking.

While some may attribute the ranking to a statistical quirk, there's no denying that behind the surge in the rankings is commitment, activism, generosity and wisdom.

Members of both locals work for the perennially beleaguered Amtrak, and the passenger carrier's future weighed heavily on their minds.

"It's not a lot to give a dollar a day to protect your livelihood," noted Local Chairperson **Ray Cunningham** of Local 1933, who has held his position for nearly 23 years.

"The appeal I made to the members of my local," said Cunningham, "and that Assistant State Legislative Director **Pat Ryan** (L-1522) and the officers of Local 1522 made to their fellow members, was that if you really enjoy your job and like what you're doing, and if you consider Amtrak's situation, you need to step to the plate for TPEL so we can fight to save Amtrak."

Cunningham said longtime members responded well to his appeal, and in defense of some of the newer employees, he noted that "the young guys don't all have the money to be Dollar-a-Day TPEL contributors - but they did become Gold Club members.

"It's a matter of job protection, and you have to secure your livelihood," Cunningham said. "It comes down to this: Can you afford *not* to contribute to TPEL?"

### Local 706, Roanoke, Va.

Local President **M. A. Walters** called the first meeting of the new local to order on August 10. The unit was formed through the voluntary consolidation of Roanoke Locals 559 and 629. Meetings are held the second Thursday of the month at 5:30 p.m. in the Carpenters & Millwrights Building, located at 1202 Jamison Ave. SE, Roanoke, Va. Also,

members are mourning the death of **Johnny D. Clark**, 53, who succumbed to cancer August 15, said General Chairperson **W. R. Eubanks**. Brother Clark was a former local chairperson of Local 363 (Roanoke) and is survived by a daughter and a son.

### Local 768, Decatur, Ill.

Norfolk Southern employees for the second year in a row raised money to fight cancer through an overnight "walkathon" called the Relay For Life, according to Secretary and Treasurer **Larry Stephenson**.

### Local 807, Tucson, Ariz.

Deadline to register for the annual Special Informational Seminar and Meeting co-hosted with Local 1800 (Tucson) and Auxiliary Local 800 (Tucson) is October 20, said Local Chairperson **Tom Moore**, who noted advance registration assures a special rate at the Holiday Inn Palo Verde (call 520-746-1161) and helps organizers plan the cocktail parties and meals set for Friday and Saturday, November 18 and 19, 2000. Saturday's luncheon will be provided by Designated Legal Counsel **The Crow Law Firm**. UTU Assistant President **Byron A. Boyd, Jr.**, and Vice President **Dan Johnson** are expected as guests. To attend, call Moore at (520) 622-6902 or (520) 744-0381, fax him at (520) 741-1170, or write to him at 606 S. Plumer Ave., Tucson, AZ 85719.

### Local 1405, St. Louis, Mo.

The annual golf tournament and barbecue was a great success, with thanks due to Designated Legal Counsel **Lance Callis** and the **Midwest Railroaders**, said Treasurer **Richard Moore**. Local Chairperson **Bill Truelove** (Local 333, N. Vernon, Ind.) scored a hole-in-one a few pins too early to take home the Ford Mustang offered as a prize at the 17th hole.

### Local 1529, Walbridge, Ohio

All members are invited to the annual Old Timer's Party on October 30 at the Knights of Pythias Hall in Walbridge, said Secretary and Treasurer **Michael J. Obrock**. For information, call (419) 836-8697.

### Local 1582, Albany, N.Y.

Local Chairperson **James Kerner** noted a pooling arrangement that became effective in April and requires members to sell Greyhound tickets in addition to those they already sell at the Port Authority Bus Terminal in New York City has resulted in "more business and more headaches, but not more pay."

### Local 1626, Anchorage, Alaska

Members working on the White Pass and Yukon Route are mourning the death of Vice Chairperson **Don Barry**, who was killed in a switching accident July 24, according to **John Briner** and Secretary and Treasurer **Mark Bear**. The local Peer Support Committee dispatched Past Local President **James G. Beiting** and **Rick L. Rapuzzi** to assist those affected by the tragedy.

### Local 1638, Cleveland, Ohio

CSX conductor **Ray Bottles** and some of his rail memorabilia were the subject of a recent display at the west branch of the Elyria Public Library, which marked the first anniversary of the unveiling of the U.S. Postal Service's "All Aboard" stamp issue. The series of stamps depicts five great passenger trains, said Bottles, who believes he may be the last working trainman who pulled duty aboard the New York Central's 20th Century Limited.

# Norfolk Southern considers trimming rail routes

NEW YORK – Norfolk Southern Corp., intensifying efforts to streamline costs, is considering reductions in the size of its rail network, the *Wall Street Journal* reported.

The Norfolk, Va., railroad holding company is studying about 3,000 miles of under-performing, light-density routes in its 22,000-mile system, according to people familiar with the internal review. Most of the routes are relatively short branch lines, primarily in the Southeast, that Norfolk Southern could lease, sell or abandon.

The effort comes as Norfolk Southern and CSX Corp., of Richmond, Va., continue to digest their \$10-billion takeover and carve-up of the former Conrail system. The companies

have shouldered higher costs to overcome freight backups and delays. Meanwhile, fuel costs have soared, and freight traffic has begun to slow.

Norfolk Southern had an active track-divestiture program in the 1980s when it disposed of more than 4,000 miles of routes. But the program has been dormant in recent years as Norfolk Southern concentrated on its Conrail takeover. Much of its effort has gone into expansion projects, with new double track, freight yards and signals to remove bottlenecks.

“We were busy expanding our network with Conrail,” James McClellan, Norfolk Southern’s senior vice president of planning, told the *Journal*. Now, he added, the company is

“cranking back up” its track program and reviewing routes that “exhibit some negative trends in revenue, profitability or both.” McClellan said about 300 to 400 miles of the routes are “under intense study for action” but didn’t rule out further cutbacks.

Norfolk Southern also is reducing its work force of 33,000 employees. A Norfolk Southern spokeswoman said the company recently sent out voluntary severance letters to about 1,300 employees in its engineering and mechanical departments and is looking for about 130 eligible people to accept the offer. Earlier this year, more than 900 Norfolk Southern employees accepted a voluntary early-retirement program.

## UTU members on SEPTA ratify new three-year labor contract

PHILADELPHIA – Conductors and assistant conductors employed by the rail division of the Southeastern Pennsylvania Transportation Authority (SEPTA) have ratified a new three-year agreement with the commuter carrier.

The vote was 156 to 86 to approve the package of wage, rule and benefit improvements.

The new contract was effective upon ratification, Sept. 1, 2000.

Highlights of the pact include a \$500 lump-sum payment; a 9% wage hike over three years; increased travel and uniform allowances; improved medical coverage, including a prescription drug benefit, and vacation agreement improvements.

In addition, the UTU and SEPTA made a stand-by agreement stipulating that covered employees shall receive percentage salary increases and/or lump sum payments equal to those received by employees represented by the Brotherhood of Locomotive Engineers.

Before the ratification vote, held during

September, a package of information sent to each eligible UTU-represented SEPTA employee from local union officers recommended ratification.

“The meeting with the National Mediation Board and SEPTA on July 13, 2000, convinced the undersigned officers that we have squeezed everything out of SEPTA there is to get in this round of bargaining,” the UTU officials wrote.

“To hold out anymore will only mean that we will be forced, at a much later date, to accept the same package as that which is enclosed,” the local officers explained. “Therefore, all of the undersigned officers are voting in favor of ratification, and we recommend you do the same.”

The letter was signed by Suozzo, Local 61 Chairperson D.W. Becker, Local 61 President Earl C. Davis, Local 61 Secretary Paul Hutchinson, Local 61 Vice Local Chairpersons Walter Yankowski and Mark Graziano, and Local 61 Treasurer R.J. Gallagher.

## Congress eyes rail projects

WASHINGTON – Congressional negotiators agreed last month to provide \$832 million over the next several years to begin construction on five long-awaited commuter rail projects in Chicago and the suburbs.

The deal calls for financing for the Chicago Transit Authority and Metra to be included in transportation funding legislation being worked out by House/Senate negotiators. The money would allow for rehabilitation of the CTA’s 103-year-old Blue Line Douglas branch, improvements to expand capacity on the CTA’s Brown/Ravenswood Line and line extensions, service enhancements and more locomotives and coaches on three suburban Metra train routes experiencing robust ridership gains.

Last year, transit officials, lawmakers and community activists cried foul when Congress allocated only \$7 million for the CTA projects and \$25 million for the Metra improvements. This year’s agreement, if it passes the final hurdles, would allow both transit authorities to complete all five projects by about 2005.

## Bus Department

By *Bernie McNelis*

### Fraternalism benefits everyone

In most cases, unions started out as fraternal organizations. That is, groups of employees got together to help their sisters and brothers and their families in times of need. They saw the need to help one another because their employer wouldn’t. Many of the employees helping out the one in need did not have much themselves. Helping another co-worker or someone less fortunate than themselves is what it was all about then and should be what it is about today.

After those employees realized how much they could do helping each other as a fraternal organization, they realized how much they could do if they acted in unity and in solidarity on common issues they had with their employer. Unfortunately, fraternalism and solidarity faded to a lesser role and many members of unions began to think, and still think, a union is only about how will the union help “me?” Many times we do not think about the needs of our sisters and brothers. Certainly, each of us has an obligation to our families and ourselves, and at times that should take precedence over anything else. But we should not forget the value of fraternalism.

Contracts, for example, should be negotiated to help everyone. Sometimes there are issues that will be addressed in negotiations that may affect only some members; still, they need to be addressed. While those issues will be addressed in negotiations, remember it is to give that particular group of members the protection they need, not to slight any others members or “get less for them.”

The message I am trying to send is that fraternalism and solidarity should not be a thing of the past. It takes work by every member to make a successful local, even if that participation is limited to attending a local meeting. Fraternalism and solidarity should be forever, not just when it is good for “me.”



## Yardmasters

By *Don Carver*

### Don't complain if you don't vote

Important decisions confront the UTU membership. There has never been a more important time for each of us to exercise the right to vote.

Free elections in our nation did not come without the payment of a high price. They have been purchased by those Americans who possessed the belief that a willingness to fight and die was a fair price to pay for this freedom.

The belief began with the patriots more than 200 years ago and continues today in those brave Americans in our armed forces who are protecting our nation as you are reading this issue of the *UTU News*.

Our nation is at a crucial crossroad. The direction to be taken will be decided on November 7, 2000. Numerous benefits fought for and won by labor leaders are at risk and could be lost if we do not vote and permit others to speak on our behalf.

Many of our membership will not be able to vote in their local precinct because of the nature of the transportation industry. The absentee ballot allows early voting when it is known that you will be away from home or physically unable to go to the polls on election day.

Contrary to popular opinion, every vote does count. Each of us must vote and encourage each of our family members to vote.

We forfeit our right to make a valid complaint when we do not exercise our right to vote and thereby permit others to make these important choices for us.



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

## Retirement bill moving

Now it is the U.S. Senate's turn. In early September, the U.S. House of Representatives overwhelmingly passed H.R. 4844, the Railroad Retirement Survivors Improvement Act of 2000. As this edition of the *UTU News* is going to press, at least 73 U.S. Senators have asked that this bill be passed quickly. We thank them all.

This is good news to more than 50,000 widows and widowers who are counting on increased pension payments. It's good news to all newer employees who will be vested in the retirement system after only five years of service. It is good news to thousands of veteran railroad employees who can choose to retire at age 60, with 30 years of service.

It's also good that, after H.R. 4844 passed the House in a landslide, both the BLE and BMWWE decided to support the retirement bill in the Senate. In return, the 11 original members of the coalition, any one of which could have vetoed BLE or BMWWE participation, decided to include those brotherhoods' members in expanded health and welfare benefits for early retirees. They didn't have to because the health benefits were negotiated with the railroads outside of the retirement legislation. But they did. You see, when it comes to doing what is right for all railroad employees, the original 11 unions in the Rail Labor Coalition members did what was right.

## UTU gets L&DRR on track

It is always sweet when justice triumphs in the end. That is why we want to draw your attention to the story on Page One about a little railroad in Louisiana.

Remember how the BLE went into a rant about a year ago when the 16 employees of the Louisiana & Delta Railroad asked the UTU to represent them? Seemed the brothers at the L&DRR had lost patience after the BLE hadn't gotten them a contract after allegedly representing them for seven years. In fact, they didn't even remember that the BLE was supposed to represent them because they hadn't done anything.

Well, the BLE (as usual) said the UTU raided them (even though the BLE was shutout at the L&DRR in an NMB representation election) and filed another complaint with the AFL-CIO. So, what else is new? Well, now the employees at the L&DRR have a solid contract. The UTU did what the workers asked us to do, and we did them right. Isn't that what representation is all about? What does the AFL-CIO think about that?



## WASHINGTON WATCH

By James Brunkenhoefer

## Don't let your job end up in the garbage dump

By now, I am sure, you know that there is an election going on. But it appears that George W. Bush and Dick Cheney have chosen not to run against Al Gore and Joseph Lieberman. Instead, they want to run against the garbage dump.

No, they do not directly comment about Bill Clinton and Monica Lewinsky and their personal lives. They use code words like, "Restoring honor and integrity to the Oval Office."

Now, I don't know of a single human being on the planet that approved of what Clinton did. At the same time, there is absolutely no doubt that Gore or Lieberman had nothing to do with it.

I agree that our President should be a role model. He should at all times hold himself morally and ethically above reproach. However, it is most unfortunate that Bush and Cheney have chosen to run against the wrong man. Bill Clinton is not on the ballot. On January 20th, Bill Clinton is leaving town, no matter what happens on November 7th. So let's stop focusing on the garbage dump and start looking at what we are really facing in November.

Does UTU agree with all the positions of Gore/Lieberman? Absolutely not. Obviously, this union, like many others, has trouble with this ticket's position on trade, along with certain other policy issues. But there is one thing I am absolutely sure of: the Bush/Cheney list would be longer. Much longer.

Bush and Cheney are two oil men who are not exactly



## How should we be paid?

In the 21st century, should railroad employees still be paid using a confusing 19th century pay structure?

Or should we simplify and modernize the way we're paid so it makes more sense for the times in which we live?

Shouldn't we try to protect all of the ways we earn income now without continually putting them at risk every few years during national contract negotiations?

And doesn't it make sense to professionalize our pay system so it reflects our status as the most productive railroad workers in the world?

Some people say it can't be done.

Others say it shouldn't be done.

We say that it has to be done.

And if not now, then when?

And if not us, then who?

Sometime in the near future approximately 45,000 UTU members will have the opportunity to vote to ratify what we believe will be an historic contract.

Not only will it accomplish our primary goals of ending entry rates and the dual basis of pay, but it will also include an increase in pay and no givebacks.

Another key element will be a new, simplified pay system that guarantees a UTU member will make at least as much as they now earn for doing the same job, and have a better chance of making more long term.

We decided early on in the negotiation process to be proactive, progressive, and positive in order to

achieve our goals.

To eliminate the disparity between the post- and pre-85 employees, we found that creating a simplified pay system to replace the antiquated 19th century pay structure was essential.

By doing so we are confident that the carriers will no longer be able to challenge certain income components, such as arbitraries or constructive allowances, that go into our pay system.

Instead, under a simplified system, those arbitraries and allowances would be rolled into the new payroll method applicable to all employees.

Just as all politics and sports are local, so, too, is what you make in the rail industry.

Our plan takes into account that each district would need to arrive at a purely local payroll solution.

We understood at the outset that it would be impossible for one national rule to apply in all circumstances.

Therefore, establishing a new pay structure would be done at the local level on a district-by-district, or a run-by-run, basis.

It would take into consideration all of the unique pay components that go into those runs locally as well as the uniqueness of every district.

We can build a simplified pay system in place of the system we have had in place for more than 100 years without losing any ground.

We believe it is finally time to take that big step. We have nothing – literally – to lose, and everything to gain.



By  
Byron A. Boyd, Jr.

# State Watch

News from UTU State Legislative Boards

## Arkansas

After more than 21 years of service as the UTU's legislative director in the state of Arkansas, **Don Beavers** announced his retirement, effective October 1, due to health concerns. He was succeeded by former Assistant Legislative Director **James T. Matthews**.



Beavers



Matthews

Beavers began his railroad career as a brakeman with the Missouri Pacific in 1962. He was later promoted to conductor and served in that capacity for more than 17 years before being elected to the office of legislative director.

"I always participated in local government, but I got really irked when the carrier started abusing the 1,000-mile brake test. I put my feet in the ground, and I've been going ever since," said Beavers regarding his legislative service.

He noted that he was the UTU's youngest legislative director at the time of his election, and, "as I retire, I am now the senior member."

Matthews, a member of UTU Local 462 at Pine Bluff, Ark., began his rail career on the Cotton Belt in 1960. He has served as both the president and delegate of his local and served as legislative representative for 20 years. He was the assistant legislative director in Arkansas for 12 before being elevated to his new position.

Matthews and others are planning a retirement reception for Beavers and those interested in attending can telephone him at (870) 534-1537 for more information.

## New Jersey

The last day to register to vote in the state of New Jersey is October 10, and the last day to apply for an absentee ballot is October 30, according to UTU Legislative Director **Dan O'Connell**.

Anyone needing forms to register to vote or to apply for an absentee ballot can contact O'Connell's office at (609) 396-1994.

## Kansas

Legislative Director **Don Lindsey** attended the joint informational seminar of UTU Locals 464, 477, 794 and 1227, which was hosted by Local 477 President **Mike Wiemerslage**. Also in attendance were Vice President **Carl Vahldick**, Burlington Northern Santa Fe General Chairpersons **Jim Huston** and **C.D. "Bud" Davis**, UTUIA Field Supervisor **Dan McElley**, and representatives of the UTU-designated legal counsel firm Hubbell, Sawyer, Peak, O'Neal and Napier.

## Indiana

Director **James Carrico** and the Indiana Legislative Board would like to remind all UTU members here that the last day to register to vote in the state is October 10. Also, if an individual chooses to mail in his or her registration, the registration must be postmarked no later than October 10.

Carrico also noted that when the results of the U.S. Census are known, the possibility exists that the state could lose a Congressional seat. By law, the Indiana General Assembly must redistrict Indiana's House and Senate districts and the federal Congressional districts, based on the census.

"Register and vote! The job you save may be your own," he said.

## Florida

The year 2000 has brought "term limits" to the state of Florida and residents here are looking at a 60% turnover in their state legislators, reported Legislative Director **Carl Cochran**.

"We are not looking forward to what we are facing in the year 2001," said Cochran, "for we have lost a lot of good friends." He added, however, "I guess it's time to make new ones."

In other news, Cochran was re-elected to the Dade County Democratic Election Committee. "Our goal is to get a Democrat in the White House. With the possibility of our members being on the road at any given time, I would like to encourage all of our members to vote absentee," he said.

Cochran also remarked that the Florida Legislative Board recently held its quadrennial reorganization meeting. Vice Chairperson **John Dyess** has been appointed to the position of command sergeant major at the U.S. Army Headquarters in Panama City, Fla.



Members of the Florida Legislative Board, as they take their oath of office, are (left to right): Vice Chairperson John Dyess, Vice Chairperson Shannon Hopper, Secretary Earl White, Legislative Director Carl Cochran, Assistant Director John Wingate, Alternate Director Jerry Munn, Chairperson Jim Searles and Vice Chairperson Pat Fraga.

## Feedback

### Vote with your head in November election

By Bob Yarger

Member of Local 256, Watervliet, N.Y.

Once again, election time is rolling around. The polls show that Americans aren't very excited this year, with many not really knowing much about the candidates, or caring much about them or the election either. Reality is, however, that if George W. Bush gets into the White House, working people could be made to suffer for many years afterward.



Yarger

Railroaders old enough to remember the Reagan years will recall that his administration tried to first rob the Railroad Retirement System of funds, then eliminate it altogether, folding it in with Social Security. Had that happened, it would have meant drastic reductions in railroad pensions. For most of us, the promise of a decent pension at the end of our careers is the main reason we put up with the harsh working conditions and crazy hours of the railroad.

Reagan was not successful at killing Railroad Retirement because there was a Democratic majority in Congress at the time. Today, there is a Republican majority in Congress. Thus, a Republican president and a Republican Congress could steamroll over labor laws unchecked, setting unionized working people back 50 to 100 years.

During his reign, Reagan appointed lackeys to the Interstate Commerce Commission, who allowed the railroads to abuse the Staggers Act through the Section §10901 exclusion. This exclusion allowed Class I railroads to sell off lines to "non-railroad" companies and avoid paying labor protection to displaced workers, which would have previously been required

under New York Dock protection. These "non-railroad" holding companies were actually owned and operated by former Class I railroad managers, who started them with the huge buyouts they got when severed from the Class Is. With the line sales, the workers who remained employed by the new shortlines had to start over from scratch at unionizing, and many of those still are not unionized, making very substandard wages and taking all kinds of abuse.

Did you know that one of the biggest contributors to the Republican campaign is the National Rifle Association? Think about that before you send them money. If you do, you are helping to fund the very organization that is working hard to eliminate the minimum wage, pass right-to-work legislation (which makes "closed" or union shops illegal), diminish workers' rights, and take away your railroad pension. In reality, the gun-control legislation proposed by the Democrats would have very little effect on law-abiding gun owners.

Gun control, abortion, gay rights and other issues are the "hot buttons" that Republicans push on voters to make them vote their way. Unfortunately, many people vote strictly on their feelings about these issues without using their head. In reality, these laws usually have little or no effect on the average worker, but the anti-labor laws that the Republicans pass when they get into office certainly do. As one worker put it: "Hunting is only a hobby. Which is more important, your hobby or your livelihood? For me, my rights as a worker come first."

So please think twice before dismissing the election this year as unimportant. If the Republicans are allowed to win the presidency or in the Congress, it could mean a real change for the worst for working people. And if you're not registered to vote, please do so soon. Your future as a union worker depends on it.

# The "Power of One" In Your Own Words

UTU members from across the country speak their mind on what the "Power of One" means to the future of the North American railroad industry and all of transportation labor.

This summer, *UTU News* reporters asked our members attending the Regional Meetings in Reno, Birmingham, and Minneapolis what the "Power of One" meant to them. Here are all of the quotes we could fit on these pages. In order to publish all of the quotes collected by our reporters, the online edition of the *UTU News* will contain additional quotes.

"The 'Power of One' means that for the first time in transportation history, we must be focused on our common goals, set aside the differences the individual crafts feel they may have, and unify against the common situations, so that we may forcefully bring successful conclusions to our cause."

**Roger M. Lenfest, Jr.**  
Local 898, Boston, Massachusetts

"It means instead of fighting with each other, we're fighting the carriers. Instead of spending all our time and effort and energy against each other, we can use it where it should be used, against the carriers."

**Dennis J. Schuler**  
Local 27, Cleveland, Ohio



**Skinner**

**Courtland H. Skinner**  
Local 771, Needles, California

"It means the unification of labor, instead of all rowing in different directions, when we're all in the same boat. We've got to do it as a team."

**David H. Brickey**  
Local 1438, Lansing, Michigan

"I think the 'Power of One' is a good idea, because I think what the carriers have always done is try to separate union by union to keep us apart. We are going to be a hell of a lot stronger union if we become one union instead of fragmented the way we've been."

**Daniel M. Paradise**  
Local 1614, St. Paul, Minnesota



**Carter**

"It reminds me of the Biblical story of the Tower of Babel. The people began building their tower when they were of one mind. If we get together as one body, with one focus and one goal, nothing can stop us...if we share the same vision, there's nothing we can't accomplish."

**Andy L. Carter**  
Local 1564, Los Angeles, California

"It takes all of us as 'one' together to make things happen in this country. We need to stand together and unite."

**Kathy Myers**  
Local 324, Seattle, Washington

"It means, 'United we stand, divided we fall.'"

**Norbert J. Shacklette**  
Local 1823, St. Louis, Missouri

"The 'Power of One' means to me that we all need to be unified, we all need to be together, and we all need one operating craft out here...If we have one operating craft and one union representing us we can make agreements that can protect everyone's seniority no matter which craft they are in."

**Dennis J. Burke**  
Local 1971, Atlanta, Georgia

"Unity. There's definitely more power in one union. I honestly believe it would really be a good thing for everybody, engineers and trainmen. Bottom line, it's a good shot."

**Buddy Higdon**  
Local 1892, Houston, Texas

"The 'Power of One' means the unity and strength that a unified workforce can leverage on management."

**Roberta Ward**  
Local 898, Boston, Massachusetts



**Ward**

"I realize we need to have done it 30 years ago; we'd all be a lot better off today. Now we're fighting each other, and what's going to happen, I can't tell. We should have done it a long time ago."

**Dewayne Thompson**  
Local 781, Shreveport, Louisiana

"It means one union, everybody working together to reach a common goal. We all want the same things; we're all fighting for the same things. Why not have one union doing it all?"

**John E. Pierce**  
Local 1760, Detroit, Michigan

"It means strength in numbers. It really does. The more people are together, the bigger the song they get to sing. You get to carry a bigger hammer."

**Michael B. Furlong**  
Local 1975, Smithville, Missouri

"It means you don't have to look around to see who's with you and who's against you. 'The Power of One' virtually eliminates the word 'enemy.' It means you're pulling together, instead of against each other."

**G. Thomas DuBose**  
Local 535, Macon, Georgia

"It means consolidation, better benefits, better working agreements and I think as a whole the UTU and BLE should get together as one."

**Carroll Harley III**  
Local 674, Augusta, Georgia

"The 'Power of One' means one union together, everybody working for the same common goal and going in one direction to make a better life for each man and his family out here on the railroad."

**Malcolm T. Morrison II**  
Local 1011, Rockingham, N. Carolina



"The 'Power of One' is unification. The 'Power of One' is all helping together to solve our common problems. The old saying, 'You either hang together or hang separately,' is true. I want to hang together."

**Don W. Dunlevy**  
Local 150, Carnegie, Pennsylvania

"It's already taken effect on our property. We took over the BLE engineers on our property several years ago and this is what we need. It's paying off. When we go to the superintendent there's one union, not two that he can use against you."

**Elton R. Williams**  
Local 854, Portsmouth, Virginia

"It means the ability to get a better contract, greater earnings, greater benefits for the working man."

**Joe G. Wethington**  
Local 1315, Covington, Kentucky

"The 'Power of One' means unity for all railroad workers...With four or five unions, the company always plays one against the other. If there's only one, it's one on one."

**Sidney G. Showalter**  
Local 559, Roanoke, Virginia

"The 'Power of One' means one union for all operating employees. It will help in bargaining with one union speaking for everybody. It would be one union for all of us."

**Steve Burroughs**  
Local 363, Roanoke, Virginia

"The 'Power of One' means unity, one union for all railroad workers. It will give us one voice. Instead of many confused voices, there will be one united voice."

**Jim H. Valley**  
Local 783, Spencer, N. Carolina



**Roed**

"We need to stop the waste of time in competition with our railroad brothers and sisters. The used-car-salesman attitude and bounty in raiding back and forth between the BLE and UTU helps no one but the carriers. We need the 'Power of One' union in our rail industry. And we need it now. I believe the UTU is that union."

**Clarence "Chris" Roed**  
Local 650, Minneapolis, Minnesota

"Power of One" means three words: strength, unity and power. It's what the UTU is based on."

**Stephen P. Miller**  
Local 228, Cedar Rapids, Iowa

"It means we all come under one umbrella, and we all fight for one common goal."

**Miles R. Cunningham**  
Local 1933  
Washington, D.C.



**Cunningham**

"The 'Power of One' means the UTU needs to be the sole union representing transportation workers in America. Just like President Little stated here at the Regional Meeting: 'If we're represented by one union, then there's less conflict with the carriers.'"

**William K. Stone**  
Local 1378, Wilmington, Delaware

"With unity, we are one. Divided, we fall."

**Marvin W. Baxley**  
Local 1971, Atlanta, Georgia

"The 'Power of One' is the united front that we need to have in order to have a chance in negotiations with the carriers in the near future, especially when this issue of remote operations rears its ugly head."

**Thomas C. Albarado**  
Local 1836, New Orleans, Louisiana



**Barrilleaux**

"The 'Power of One' signifies the unity that is in accordance with our UTU motto: 'Progress Through Unity.' This would be a great way to unify rail labor and avoid the race to the bottom."

**Larry P. Barrilleaux**  
Local 1836,  
New Orleans, Louisiana

"The 'Power of One' means everybody sticking together and trying to improve things."

**Larry D. Valentine**  
Local 586, Willard, Ohio

"I feel that if we can get these two unions together, we will have a stronger base for negotiations and anything else that rail labor's involved in."

**Mike C. Ruffner**  
Local 1379, Pittsburgh, Pennsylvania

"The 'Power of One' means we can get more things done. Unity means everything. Without unity, you're going nowhere. You're not fighting against each other. It makes a lot of sense. The only time we ever made real progress was when everybody worked for the same goal, instead of working against each other."

**Harold F. Upton**  
Local 1972, Birmingham, Alabama

"It means the power of everybody pulling as one team to make a change in the railroad industry for the benefit of all crafts."

**Wayne L. Brown, Sr.**  
Local 769, Alexandria, Virginia

"With all of the acquisitions and mergers in railroads, we have only one way to go and that's the 'Power of One.' Strength and unity."

**Sam Hale**  
Local 1290, Chicago, Illinois

"Not only does it mean uniting all crafts under one union, to me, it means what I as one person can do to make the UTU the number one transportation union in the world."

**Jerome J. Ott**  
Local 911, Minneapolis, Minnesota

"The 'Power of One' means the power of all of us united for one single cause, putting all our efforts into it, and at the same time it means the difference that one person can make."

**Andres Trujillo**  
Local 1138, Miami, Florida

"It means we have more power in the legislature. The larger the number of people we represent the more power we have to elect people who understand the people we represent. It's a great concept, and I'm in 100% support."

**Jack D. Ramsey, Jr.**  
Local 407, Charleston, S. Carolina

"I think all people working for the railroad should belong to one union so that everyone has a united fight and we're not fighting with each other."

**Margie O'Donnell**  
Local 1951,  
Albany, New York



**O'Donnell**

"The 'Power of One' means we will be the strongest union in the nation. We need one union if we're going to win and be ahead of the railroads. It's that simple. When we fight against each other, we can't win. We've got to get together and be one, and one will conquer all."

**Gerald L. Byers**  
Local 931, Greenville, S. Carolina

"I think that there's strength in numbers and rather than spending so much time fighting each other, we'd be better off working together and negotiating as one."

**Gary L. Johns**  
Local 1525, Carbondale, Illinois

"I believe it's the future of our union. I believe the energy needs to be put towards that. It's a big step."

**Steven R. Evans**  
Local 950, West Memphis, Arkansas

"The 'Power of One' means a lot of numbers equating back to one, which means power, which means influence, and the effective ability to get something done."

**Jim K. Clark**  
Local 118,  
Hinton, W. Virginia

**Clark**



**Bear**

"The 'Power of One' means that one organization represents all of the various crafts, and that way, you don't have any conflicts between the crafts as to agreements. Cut out the division. The more you can cut out the division, the better off we are going to be...That's just the way it is. There might be a lot of carriers out there, but they are one. The only thing we've got are unions. We need to be one."

**Mark J. Bear**  
Local 1626, Anchorage, Alaska

"My dad worked as an operating engineer, so I grew up around a union all my life. I've tried for a lot of years to get on this railroad just for that reason, because it was union-represented. As far as 'Power of One,' well, there's strength in numbers. I heard that from my dad all the time, and I believe it to be true...We'll have a lot better results against the carriers. Staying separate, I just don't see it happening."

**J. Mike LaPresta**  
Local 947, Chaffee, Missouri

"It means we're larger in number, we have better say-so when it comes to negotiating, and it means more money in our pocketbooks."

**Omar "Butch" Lee**  
Local 785, Paducah, Kentucky

"It will finally give us an opportunity for all of rail labor to sit down and speak with one voice. And there will be no more infighting between the unions. That only happens at the national level. The people out here are ready to work together. They want the 'Power of One.'"

**James C. Crowl**  
Local 533, Osawatomie, Kansas

"I agree with the 'Power of One.' I hope it goes smoothly and I hope it comes about. I didn't believe in it at first, until our vice presidents convinced me. I could see the need for the 'Power of One' with things like the black box and other issues. We need to be one union."

**Danny W. Theriac**  
Local 462, Pine Bluff, Arkansas

"I like that idea. The 'Power of One' is the power of us all working together collectively and we are not getting that with the BLE and UTU as they are right now. The sooner that changes, the better off we'll all be."

**John E. Waltzing**  
Local 329, Boone, Iowa

"If we're all together in one union, we will be stronger in company negotiations and we can all get more benefits for our families."

**Billy R. Gilkey**  
Local 785,  
Paducah, Kentucky



**Gilkey**

"The 'Power of One' will help us get things done that we're not getting done. Over the years, we've been spending a lot of unnecessary time and money in conflict with the BLE. That time and money could be much better spent getting better working conditions for our people. The 'Power of One' will end that."

**Albert M. Bertolani**  
Local 577, Northlake, Illinois

# Retirement

*Continued from page 1*

unions in the original labor coalition, including the UTU, unanimously agreed to allow the full benefits of healthcare for BLE and BMWE members who retire at age 60 with 30 years of service. Health and welfare benefits are not part of the Railroad Retirement system and are negotiated separately with the rail industry. Because the BLE and BMWE opposed Railroad Retirement reform, they were not part of that process. Therefore, it is noteworthy that a single "no" vote by any of the 11 coalition unions could have denied BLE and BMWE members the expanded healthcare benefits.

On September 11, 30 U.S. Senators – including 17 Democrats and 13 Republicans – asked their leadership in a letter to support and quickly act on passage of the Railroad Retirement and Survivors Improvement Act of 2000.

As of *UTU News* presstime, 73 Senators have now pledged to support this legislation and have signed the original Roth/Moynihan letter.

In the letter sent to Finance Committee Chairman William V. Roth (R-Del.) and Daniel Patrick Moynihan (D-N.Y.), the ranking minority member, the 73 Senators said they "are writing to express support for and quick action on the Railroad Retirement reform proposal."

"This proposal reflects an historic agreement reached between rail labor and rail manage-

ment, which modernizes the investment policies of the Railroad Retirement System thereby permitting increased benefits for rail workers and retirees..." the letter continued.

The senators concluded that the limited number of legislative days left in Congress made it important that the Finance Committee "move this legislation expeditiously, to ensure that beneficiaries of Railroad Retirement can receive improved benefits and the tax burden on the industry can be reduced while assuring the financial integrity of the system."

UTU International President Charles L. Little thanked the Senators for publicly supporting Railroad Retirement reform in such strong bipartisan numbers so quickly after it passed the House.

"It is gratifying that there is such a strong groundswell of bipartisan support in the U.S. Senate for passing this Railroad Retirement legislation," Little said. "It goes to show that the undivided unity of the now 13 unions in the Railroad Labor Coalition, with its more than three million stakeholders, is helping drive this bill forward to a successful conclusion."

"We now have a two-thirds majority in the U.S. Senate," said UTU International President Charles L. Little. "It's time to move the Railroad Retirement legislation through the Senate for a conclusive vote."

The Republican Senators who signed the letter include: Spencer Abraham (Mich.), John Ashcroft (Mo.), Robert Bennett (Utah), Christopher Bond (Mo.), Sam Brownback

(Kan.), Jim Bunning (Ky.), Conrad Burns (Mont.), Ben Nighthorse Campbell (Colo.), Lincoln Chafee (R.I.), Thad Cochran (Miss.), Susan Collins (Vt.), Larry Craig (Id.), Mike Crapo (Id.), Michael DeWine (Ohio), Slade Gorton (Wash.), Rod Grams (Minn.), Charles Grassley (Iowa), Charles Hagel (Neb.), Orrin Hatch (Utah), Jesse Helms (N.C.), Tim Hutchinson (Ark.), James Inhofe (Okla.), Richard Lugar (Ind.), Pat Roberts (Kan.), Rick Santorum (Pa.), Richard Shelby (Ala.), Gordon Smith (Ore.), Arlen Specter (Pa.), Ted Stevens (Alaska), Strom Thurmond (S.C.), and John Warner (Va.).

The Democratic Senators who signed the letter include: Daniel Akaka (Hawaii), Max Baucus (Mont.), Evan Bayh (Ind.), Joseph Biden (Del.), Jeff Bingaman, (N.M.), Barbara Boxer (Calif.), John Breaux (La.), Richard Bryan (Nev.), Robert Byrd (W.Va.), Max Cleland (Ga.), Kent Conrad (N.D.), Tom Daschle (S.D.), Christopher Dodd (Conn.), Bryon Dorgan (N.D.), Richard Durbin (Ill.), John Edwards (N.C.), Russ Feingold (Wisc.), Diane Feinstein (Cal.), Robert Graham (Fla.), Tom Harkin (Iowa), Ernest Hollings (S.C.), Tim Johnson (S.D.), Daniel Inouye (Hawaii), Bob Kerrey (Neb.), John Kerry (Mass.), Herbert Kohl (Wisc.), Mary Landrieu (La.), Frank Lautenberg (N.J.), Patrick Leahy (Ver.), Carl Levin (Mich.), Blanche L. Lincoln (Ark.), Barbara Mikulski (Md.), Zell Miller (Ga.), Patty Murray (Wash.), Harry Reid (Nev.), Chuck Robb (Va.), John Rockefeller (W.Va.), Paul Sarbanes (Md.), Charles Schumer (N.Y.), Robert Torricelli (N.J.), Paul Wellstone (Minn.), and Ron Wyden (Ore.).

# MTA strike

*Continued from page 1*

gaining between the Metropolitan Transportation Authority and the UTU failed to reach an acceptable agreement. The final breakdown in the talks came after a 60-day cooling-off period and two extensions of the strike deadline.

The drivers set up picket lines almost immediately. They have been honored by MTA unions representing mechanics and clerks, and dozens of other unions.

In regard to the conditions that led to the impasse with the MTA, International President Charles L. Little said, "The UTU stands behind our brave brothers and sisters who work on the MTA as they do what they must to get a fair and just contract. Our prayers and thoughts are with all of them during this difficult time."

UTU General Chairperson James Williams, along with L.A. County Federation of Labor chief Miguel Contreras, angrily announced their members' intention to walk off the job at 12:01 a.m. September 16 at a news conference.

"I have gone the last mile. I cannot go any further," said Williams, his voice heavy with anger and frustration.

"This union," Contreras said of the drivers, "feels it is being forced out on strike" because of management's failure to bargain seriously. "There is no way we can reach an agreement tonight," he said.

The dramatic walkout came after negotiators for the UTU and MTA failed to find common ground on overtime pay, work rules and other issues. Confronting huge operating deficits in coming years, the MTA has been demanding a 15% reduction in overtime pay for drivers and wants extensive changes in work rules that are favorable to unions.

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***"I have gone the last mile.  
I cannot go any further."  
– MTA General Chairperson  
James Williams***

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Faced with demands by MTA negotiators that unions for the drivers, mechanics and clerks make significant economic concessions, Contreras said unions would work with the MTA "but not at the expense of destroying middle-class jobs we helped create in Los Angeles."

Transit agency officials said concessions, sometimes referred to as "givebacks," were essential for the MTA's financial well-being.

Another MTA proposal would put about 400 operators on a four-day workweek requiring them to be on duty for 13 hours but paid for only 10, with no overtime. The three hours of unpaid time would be spent killing time in MTA recreation rooms or preparing for runs. Overtime is a significant part of the average bus driver's income, and the UTU estimates that the four-day week outlined by the MTA would reduce an average operator's earnings by 15%.

Bus drivers earn \$8 an hour at the entry level; the most experienced make \$20.72 an hour.

A sore point among drivers is that the MTA likes to say drivers and mechanics make an average of \$50,000 a year. But drivers say that consists of base pay of just under \$43,000 and \$7,000 in overtime, which means working a lot of weekends and holidays.

"There is hardly anyone here who can make it without overtime," said Lawrence Tubbs, an MTA driver and member of Local 1563 in El Monte, Cal. Tubbs said his income hovers

between \$48,000 and \$52,000, but only because he is willing to work weekends and holidays. He is so close to the edge financially, he said, that losing overtime would jeopardize his ability to make car or house payments.

The MTA wants to reduce the demand for overtime by hiring significantly more part-time drivers, who gradually would replace full-time drivers through attrition.

Creating a new workweek is just part of a much bigger package of cuts the MTA is reportedly seeking from drivers. Lawrence Drasin, a UTU attorney, said the MTA is seeking \$23 million in savings over three years.

The MTA is also in the process of trying to draft new contracts with the Amalgamated Transit Union (ATU), which represents 1,861 mechanics, and the 650-member Transportation Communications International Union (TCU), which represents clerks.

And the strike may actually be the path of least resistance for the members of the MTA board. Unless it wrings concessions from its workers, it may have to scale back politically appealing transit construction programs that are strongly supported by the state legislators and congressional representatives upon whom the county depends for its own operating funds.

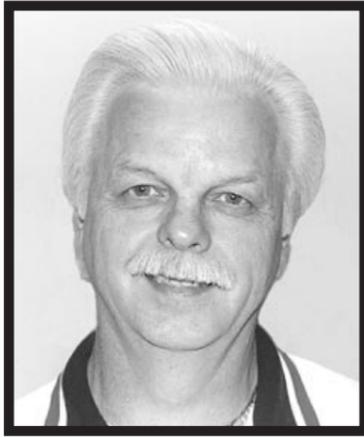
On the side of new transit projects are politically connected contractors and middle-class voters who are potential riders. Most important are lawmakers in Sacramento and Washington, who want more transit projects for which they can claim credit.

The majority of the 13-member MTA board is composed of elected officials who are as immune to a strike's political pressure as politicians can be: Mayor Richard Riordan, a lame-duck moderate Republican nearing the end of his term, controls four votes. Five other votes belong to county supervisors, who represent districts so massive that they are virtually invulnerable to a challenge at the polls.



**Elton R. Williams**  
L-854, Portsmouth, Va.

"As far as contracts go, I think we stand a much better chance with a Democratic Congress and a Democratic president. But honestly, I don't think I'll feel that much of a personal impact. I think local races affect me more than the presidential race. The mayor and city council control property taxes and the services you get on a day-to-day basis. I'm registered as a Democrat, but I'll vote for whoever I think is the best person. More times than not, that's a Democrat. I think they tend to help everybody, and not a select few."



**Dennis J. Burke**  
L-1971, Atlanta, Ga.

"I'm a yardmaster working for CSX. I've worked in the rail industry for about 30 years, and I feel I do have a personal stake in the elections. I vote for what's best for the future for me and my family. I'm concerned about what politicians do on railroad issues because that's my livelihood. If it's going to affect the carriers and me, then I'm concerned. The presidential election matters to me because the president appoints these people on mediation boards and emergency boards. If they're not friends of ours, we're not going to get anything out of it."



**Thomas C. Albarado**  
L-1836, New Orleans, La.

"I'm a conductor on the Union Pacific, working as a switchman. It's very important to me who wins the election, and I think the outcome is very important to all labor unions. I work hard with our state legislative director to make sure everybody is registered and knows the candidates' positions. We don't force anybody to vote a particular way, but we explain why the people we're supporting are in their best interest. I don't vote a certain way because the UTU tells me to, but I vote the way I feel, and it happens to coincide with the UTU's recommendations."



**Judith P. Wall**  
L-1908, Buffalo, N.Y.

"This is my 24th year as a school bus operator, and I definitely feel I have a stake in this election. If Bush gets elected, we're just going to go back to the way it was when Reagan and the elder Bush were in office, and I don't want to see that happen. Big business will do wonderfully well, but the little guy won't do so well at all. Under Bush, bus drivers may see a trickle-down effect as companies gain power and unions lose it. We face contract negotiations in two years. Under Reagan and the elder Bush, we just took what we got - we couldn't even think about striking."

## Prankster

*Continued from page 1*

ankles and feet.

Davis was a two-year member of the UTU. He is survived by a wife and five children.

The four-locomotive, 55-car train, which originated in Lamberton, Minn., was traveling westbound to Brookings, S.D., when it collided with the parked cars at approximately 3:40 a.m.

According to reports, Goltz admitted that he broke a lock off the switching mechanism, moved the switch to direct the train off the main track and covered a warning reflector with a plastic garbage bag.

Goltz claimed to have committed these acts as a "prank."

Goltz has no connection to the DM&E nor any group opposed to the railroad's \$1.4-billion plan to renovate some tracks and build a new line into the Wyoming coal fields, the FBI said.

"There is no indication the act was caused by any animosity to the two individuals or to DM&E," McBride said. "They were in the way."

If convicted, Goltz could face the death penalty on a statute that could for the first time in South Dakota lead to an execution,

according to reports.

The tip that led to Goltz' arrest came from two unnamed informants who told the FBI that Goltz admitted manipulating a switch that caused the derailment. The tipsters may share in a reward offered by DM&E and UTU.

The DM&E offered a \$20,000 reward for information in the case; the UTU offered \$5,000.

"That's the best \$20,000 we've ever spent," DM&E President Kevin Schieffer said.

The railroad operates in what is called "dark territory," on tracks without centralized control. Larger railroads have tracks that operate like an electrical circuit and are controlled by computers or train conductors.

"If we had the system in place that we're trying to build, this never would have happened," Schieffer said. "Had this system been in place, that person would never have been able to throw that switch, or if he had, it would have sent signals and shut the railroad down."

"There will never be another train crew or train worker that will go by a switch without thinking of Brad and Dennis or what could happen to them," he said.

A small memorial of flowers and notes placed on a fence by the accident scene continues to grow. A flowered wreath from the Davis family hung beside a DM&E cap.

Cards bearing handwritten notes from Davis' children adorned the wreath.

"I hope you'll be proud of me," wrote Joshua Davis.

"I love you Dad. I wish I could have seen you or told you I love you before you were taken from us. Love, McKenzie," reads another.

## L&DRR pact

*Continued from page 1*

L&DRR employees approached the UTU and went to the National Mediation Board for permission to hold another representation election. Of the 16 workers on the L&DRR eligible to vote, 15 cast votes for the UTU. The BLE did not receive one vote.

The new contract, negotiated by Vice President Pete Patsouras and L&DRR employee and new Local Chairperson Chris Varisco, became effective September 1. Highlights include an almost 10% wage increase over the next three years, the implementation of a formalized grievance procedure, and other benefits.

"I wouldn't treat my dog like we get treated from the L&DRR," said employee Francis Poirier. "The wages and working conditions are terrible. I have more respect for animals than they have for us."

Poirier continued: "From everybody over here, you all are a godsend to us. I've been railroading for 20 years, and I don't know everything about it, but I know the difference between right and wrong, and we've been treated unjustly wrong. I speak for everybody when I say thanks. We wouldn't be where we are now, and it would have been the same for the next 10 years, without the UTU."

"We are proud to be part of the UTU. We have a voice now," Varisco said. "I go with the 'Power of One' union. We are all engineers and conductors, and we all feel that way down here."

"We thank the UTU for everything it has done. We are proud to be members. I'll tell you, we have come a long way," he added.

### Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **Kenneth S. Taylor** of Local 446, Cheyenne, Wyo., which represents workers on the Union Pacific Railroad. 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.

# Senior News

## Volunteering makes community a winner

Each year since 1997, retired member **Virgil R. Lindberg** of Fort Madison, Iowa, has been deemed a runner-up in the UTUIA's "Volunteer of the Year" program, but those in his community would likely certify he's a solid-gold winner.



V. R. Lindberg

Just following the activities pursued by the 74-year-old member of Local 643 in Fort Madison takes some energy.

Lindberg volunteers at least two days a week to work with the Southeast Iowa Agency on Aging's "Meals on Wheels" program, an effort that brought recognition in 1998 from then-Gov. Terry Branstad, who honored Lindberg as "volunteer of the year" for his efforts.

A deacon with his church since 1953, Lindberg gives the first Friday of each month to the Community Food Pantry, a project run by 30 area churches that ensures needy families have food on their plates. In addition, he drives the church van on some Sundays, giving rides to and from services to those who can't drive themselves.

"Actually," Lindberg said, "I've recently turned that job over to a younger person so I don't have a stroke behind the wheel and hurt someone. But if that driver can't make it, I still drive the route."

He gives time each summer to the North Lee County Historical Museum, rings a bell for the Salvation Army from Thanksgiving through Christmas, and has raised money for local firefighters and for the high school marching band.

For 12 years, he served as National Association of Retired and Veteran Railway Employees (NARVRE) Unit 153 president. "Last fall, I decided I'd held office too long," he said. "But I still serve as chaplain."

Eight months of the year, he volunteers his skills to serve as a conductor on the Fort Madison, Farmington & Western (FMF&W), an excursion railroad that operates a Santa train in December.

On the FMF&W, Lindberg draws on skills he began developing in 1944, when he went to work as a brakeman on the Santa Fe at Marceline, Mo., and joined the Brotherhood of Railroad Trainmen. In 1953, he was promoted to conductor, and by the end of his 42-year career in 1986, he was working on Amtrak's Southwest Chief.

Somehow, Lindberg still finds time to garden, winning ribbons at the Lee County Fair for his produce and preserves. "I won 22 ribbons this year," he noted, "and 31 last year."

## Retiree life insurance policies administered by two companies

UTU members who retired from railroad service on or after April 1, 1967, are reminded that they may be eligible for a \$2,000 retiree life insurance benefit.

The benefit, formerly administered by The Travelers, is now administered by Minnesota Life and MetLife.

The insurance benefit is administered by Minnesota Life for those members who retired from Burlington Northern Santa Fe, CSX, Conrail, Kansas City Southern, Norfolk Southern or Union Pacific, or retired from railroads now part of those railroad systems.

For retirees from all other railroads participating in the Railroad Employees' National Health and Welfare Plan, the benefit is administered by MetLife.

To file a claim or obtain a change-of-beneficiary card to remain on file, call **Minnesota Life** toll free at **1-800-328-9442**, or call **MetLife** toll free at **1-800-310-7770**.

Those filing a claim or contacting either insurance company with questions should have available the date the employee last worked, the name of the employing railroad, and the employee's Social Security number.

## Two dates mark return of Swiss Rail Tour

It's back, and due to popular demand, it's available to twice as many who love rail travel and harbor a taste for overseas adventure! It's the Swiss Rail Tour, first offered by the UTU Travelers Club last April.

This time, arrangements have been made for two groups of travelers to savor this amazing European rail experience. Choose the package set for March 21-29, 2001, or the second tour slated for March 28-April 5, 2001, and you'll get everything a traveler looks for in an unforgettable vacation package, including a very special price.

For just \$1,799 (double occupancy, plus \$137 in taxes), including round-trip airfare between Chicago and Zurich, participants will visit such destinations as Zurich, Lucerne, Interlaken, and Montreaux via jet, boat, train and deluxe motorcoach with a professional, multi-

lingual tour director. (This tour requires limited walking to and from trains and hotels in city centers.)

Breathtaking mountain vistas experienced aboard European railways, along with accommodations at superior tourist hotels, buffet breakfasts each morning, supper every evening, luggage handling at hotels, entrance fees to selected attractions, a visit to Glacier Garden, and an excursion on Lake Lucerne all add up to the memories of a lifetime.

For complete information and a color brochure (or to learn about the Alaskan cruise that's as deluxe or economical as you want it to be), call toll free **(888) 280-7657**, phone **(440) 748-2777 from Canada**, send e-mail to [lwestphal2@aol.com](mailto:lwestphal2@aol.com) or write today to **Lynn Westphal Tours, 8715 Timber Edge Dr., N. Ridgeville, OH 44039**.

## Retired former V.P. Cantrill dies at age 78

Retired former UTU International Vice President **Robert J. Cantrill**, a member of Local 1571 in El Paso, Tex., died August 12 at the age of 78.

Brother Cantrill began his rail career as a switchman for the Santa Fe Railroad in El Paso on November 20, 1944, and joined Brotherhood of Railroad Trainmen Lodge 800. After 1960, he worked as a brakeman and conductor, in addition to performing his switchman duties. Prior to hiring on with the railroad, he had worked briefly for the Phelps Dodge Corporation.

Cantrill served as local chairperson for conductors, switchmen and brakemen from 1951 to 1975, with service as a deputy president and an organizer between 1960 and 1970. He became general chairperson in 1975, serving in that capacity until his election to vice president at the 1979 UTU convention. During his service as a general chairperson, Brother Cantrill disposed of a backlog of more than 23,000 cases which had built up during the 15 years prior to his election to the post.

Cantrill retired effective August 31, 1983. He is survived by his wife, Elgeva, and a son.

## THE FINAL CALL

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

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
2	Benward, Claude W.	Leesburg, FL	471	Speight, Charles N.	Portland, OR	942	Rogers, Gary A.	Moncks Corner, SC	1469	Leiper, Clinton A.	Sacramento, CA
145	Hirschman, Harold N.	Cumberland, PA	493	Barron, Leon E.	Freeport, IL	970	Milam, W.M.	Marietta, GA	1571	Cantrill, Robert J.	El Paso, TX
225	Burford, John S.	Heflin, AL	525	Rindahl, Myron R.	Barnesville, MN	1006	Hanna, John	Elizabeth, PA	1581	Disney, William C.	Bakersfield, CA
239	Miller, W.F.	Pahrump, NV	693	Freund, Nelson P.	Akron, OH	1172	Kirk, Kenneth W.	Mullens, WV	1594	Ritter, Walter	Ridley Park, PA
277	Greaney, Francis P.	Waterbury, CT	753	Jolly, Harry E.	Horseshoe Lk., AR	1337	Powers, Willard	Ville Platte, LA	1637	Basse, Robert W.	Wishram, WA
298	Cegielski, John	Bensenville, IL	821	Vineyard, Bonney J.	Del Rio, TX	1358	Stiegman, Ralph	Port Charlotte, FL	1948	Chmiola, Walter K.	Wilkes-Barre, PA
329	Reckseen, R.R.	Woodward, IA	911	Wagner, Elmo C.	Montrose, MN	1375	Raffaele, Max V.	Philadelphia, PA	1962	Droddy, Jr., Howard N.	Elkview, WV
426	Sutton, Donald J.	Renton, WA	941	McRae, Alto L.	Columbus, GA	1418	Hastings, Clifford S.	Rochester, PA	2000	Ezell, Janice L.	Memphis, TN

# Think UTU for your holiday shopping needs

It is not too early to start thinking about holiday gifts for the UTU members in your family.

The UTU offers its members a wide variety of UTU-logoed items such as jackets, polo and T-shirts, sweatshirts, baseball and stocking caps, two types of watches, men's and women's rings, craft caps, desk clocks, belt buckles, pocket knives, canvas bags, pens, playing cards, golf balls and other items.

All items are union or American made. All prices include shipping and taxes.

Most UTU-logo items are available for viewing on the UTU web site at <[www.utu.org/merch/items1.htm](http://www.utu.org/merch/items1.htm)>.

## Apparel and other Items

Jacket choices include: the **Fenway Jacket**, a baseball-style jacket in navy and tan with a rich plaid lining; the **Barn Coat**, made of black duck cloth with a warm blanket lining; the **Stadium Jacket**, in navy and white with a zip-off hood; the



Fenway Jacket

**Clipper Jacket**, in navy and burgundy with thick flannel lining; and the **Rally Jacket**, a three-color lined jacket perfect for spring or fall evenings.

The UTU's selection of shirts includes the popular "**Jerzee**" polo-style shirt in your choice of white, putty, blue or green; the "**Classic**" polo-style shirt in ash-gray cotton with the logo on the sleeve; the "**Melrose**" polo-style shirt constructed of tough cotton thermal knit in a charcoal color; the "**Aberdeen**" polo-style shirt with contrasting color

and sleeves, and a thick ash-gray embroidered **sweatshirt**.

A variety of **caps** are available from the UTU. They include **baseball-style caps** embroidered with either "UTU and Proud" or "UTU Retired and Proud;" a baseball-style cap embroidered "Bus Operations;" corduroy baseball caps in black or navy blue, and warm **stocking caps** in your choice of red or blue, both sporting a UTU patch.

This clear acrylic UTU desk clock would make a timely gift.

Also great for gift-giving are the **UTU Craft Caps**. A variety of different crafts are offered, each with the UTU logo. Please contact the UTU Supply Department at the address below for a list of available crafts.

Also available are **clear acrylic desk clocks**; a "**Membership I**" motorcoach replica coin bank; a **CarCombo** travel mug; a **clear acrylic yo-yo**; a **solid-brass belt buckle**; a **Zippo pocket knife**; a **brass lantern**; a **three-foot by five-foot UTU flag**; a **royal-blue canvas barrel bag**; a **money clip with nail file and knife**; **Garland-brand pen set**; **playing cards**; **golf balls**, **tees or divot fixers**, and a **selection of sew-on patches**.

An apparel and novelty item price list and order form also are available on the UTU website or by writing the **UTU Supply Dept., 14600 Detroit Ave., Cleveland, OH 44107**.



Hooded sweatshirt with zipper



## Watches and Rings

In a time-honored tradition, the significant moments that come but once in a lifetime now can be marked forever with a fine time-piece or ring custom-designed especially for UTU members.

### Men's, Women's Rings, Hamilton Watches now available

UTU rings that grandly display the union's logo and highlight the union's creed, "Progress Through Unity," feature the wearer's smooth-top or facet-cut birthstone circled with the words "United Transportation Union."

The UTU men's ring is available in "Aurora" (a gold alloy similar in color, hardness and wearability to 10K gold) for only \$199 and in 10K gold for \$375. Women's rings are \$330 for 10K or \$355 for 14K gold. Add \$12 for last-name personalization on ring side; \$6 for year on opposite side; name and date can be engraved inside the ring for \$7.

UTU medallion watches made by the Hamilton Watch Company feature the UTU logo and a choice of either a caboose, city bus or steam locomotive in three-dimensional relief, with up to four lines of personal engraving. In men's or women's styles and backed by a one-year

guarantee, watches with Speidel expansion bracelet are \$139, and those with a leather strap band are \$129.

Price includes jeweler's presentation box, and four lines of engraving. Shipping is \$5 in the U.S., \$15 to Canada.

To place orders for **UTU rings** or **Hamilton-made UTU medallion watches**, call (440) 247-5414, or write to: **Incentra, Inc., 67-B, Washington St., Chagrin Falls, OH 44022**.

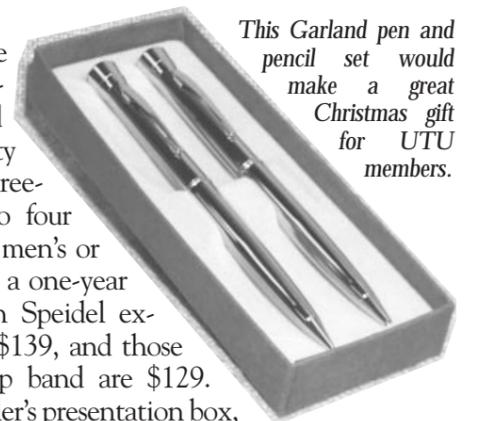
### American Time Watches

Three distinctive American Time watches proudly emblazoned with the UTU logo also are available: a black dial with gold Arabic numbers, a gold-colored UTU logo and a date indicator; a white dial with gold Arabic numbers, blue and red UTU logo and a date indicator; and an elegant 14-karat gold-filled dial boasting proof-coin brilliance, with Roman numerals and a gold-colored UTU logo. Each watch is mounted in a classic, 18-karat gold-tone case, and protected by a mar-resistant mineral crystal.

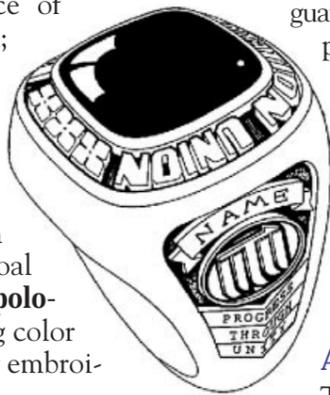
Men's and women's styles include your choice of a Speidel expansion band or a black leather strap, and may be engraved with a name and date, or other message. Each carries a two-year limited warranty.

The white- or black-dial watches are available at just \$75 (plus \$6.50 shipping), and the 14-karat gold dial watch is priced at \$100 (plus \$6.50 shipping). Engraving is extra, all prices quoted are U.S., and Canadians are requested to add \$10 to the shipping price.

Order **American Time** watches by calling toll free (800) 272-5120. VISA and MasterCard are accepted.



This Garland pen and pencil set would make a great Christmas gift for UTU members.



CarCombos come in three colors and fit most cup holders.



UTU medallion watches are stylish and elegant.

# Election 2000 Voter Guide

## UTU supports Gore/Lieberman

*Labor's best chance is with a worker-friendly administration*

One year ago, the UTU said it stood behind Al Gore for U.S. President. As the campaign marches on, Gore is proving on a daily basis that he is the man for the job.



Little

Last summer, Gore told 2,000 UTU members and friends at our Washington, D.C., Regional Meeting that he "believes in the UTU." This November, the UTU is asking its members and friends to "believe in Al Gore."

This union is bipartisan and supports both Democrats and Republicans who support us. This special section endorses candidates from both parties – and in some races candidates from neither party. Our job is to choose the best candidate for our issues and our members, and that man is clearly Al Gore to win the White House.

UTU is charged by our membership with the responsibility of keeping you informed about situations that involve your job, your security and your retirement. These are the so-called "pocketbook" issues. Under no circumstances does the UTU become involved in rating candidates based on social issues, such as guns, abortion rights, school prayer, and many others.

UTU spends many hours talking directly with candidates, reviewing the information provided to us by them, and looking at their voting record. We attempt to make judgements based on a wide variety of criteria, some of which, naturally, are subjective.

But no matter who you support for political office, please vote. Your vote is your voice in a democratic society.

### Gore/Lieberman is the choice of UTU Auxiliary

The Auxiliary of the United Transportation Union is endorsing the candidacies of Al Gore and Joseph Lieberman for president and vice president of the United States.

"We are asking all Auxiliary members to vote your pocketbook in the November elections for the future of all working men and women," said Auxiliary President Edythe Walter.

"We encourage our members to get their spouses, friends and neighbors registered to vote and to be available to provide transportation to those persons who would otherwise be unable to get to the polls on election day," she added.



Vice President Al Gore at last year's Washington, D.C., Regional Meeting: "I believe that our country does better when organized labor is treated with respect and has real power and the ability to negotiate."



## Your vote can be the difference

Many people feel that their vote does not make a difference. But your vote does count. It can make all the difference in the world.



Brunkenhoefer

Before I prove that to you, I want to say a few things about how the UTU approaches elections. The UTU would never dream of telling you how to vote. We would not even try. No one ever likes to be told how to exercise an individual right. But we do want to give you our recommendations based on issues that are important to this union and to you. In the last national round of elections, UTU-endorsed candidates won 95% of their elections.

Now a few words about the difference one vote can make:

- In 1645, one vote gave Oliver Cromwell control of England;

- In 1776, one vote decided that English, not German, would be the official language of the United States;

- In 1868, one vote saved President Johnson from impeachment;

- In 1876, one vote changed France from a monarchy to a republic;

- In 1876, Rutherford B. Hayes was elected President by one vote;

- In 1920, women in the United States gained the right to vote by one vote;

- In 1923, Adolph Hitler was elected head of the Nazi Party by one vote;

- In 1960, Nixon would have been elected President instead of President Kennedy by a change of one vote/precinct;

Many things are at stake in this year's election. We would hope that as you make your voting decision that you will give UTU-endorsed candidates careful consideration. We believe UTU can count on them. Remember your vote can make all the difference in the world.

## Something to consider...

The United Transportation Union is a bi-partisan organization that works closely with members of both the Democratic and Republican parties in the halls of Congress and in the state capitals across our great nation. Money from the UTU's Transportation Political Education League is used to support lawmakers who are sympathetic to our concerns and the concerns of all working men and women. But here is something worth considering before casting your ballot on election day. The following is excerpted from the Democratic Party platform, which was adopted by delegates to the party's national convention earlier this year:

*"Democrats know that workers' freedom to choose a voice at work is a fundamental American right that must never be threatened, never be obstructed, never be taken away. From the Industrial Age to the Information Age, unions have given working people the chance to improve their living standards and have a voice on the job. We are fighting for a new ergonomic standard and whistle-blower protections. We have stood up for the National Labor Relations Board and fought to protect the right of working families to participate in the political process when it was under attack.*

*"We need a new national law banning permanent striker replacement workers... We must also reform labor laws to protect workers' rights to exercise their voices and organize into unions by providing for a more level playing field between management and labor during organizing drives, and facilitating the ability of workers to organize and to bargain collectively."*

See if you can find the same pledge in the Republican Party platform.

*See election recommendations by state inside this section*

# These Candidates Deserve your Vote!

The candidates listed below have been determined by the UTU's state legislative boards to be the best qualified and most sympathetic to the needs of working men and women in this country. In districts not shown, there is no recommendation. Incumbents are marked with an asterisk (\*).

## Alabama

**House**  
1st Dist. Sonny Callahan (R)\*  
4th Dist. Marsha Folsom (D)  
5th Dist. Bud Cramer (D)\*  
7th Dist. Earl F. Hilliard (D)\*

## Alaska

**House**  
AL Don Young (R)\*

## Arizona

**House**  
1st Dist. David Mendoza (D)  
2d Dist. Ed Pastor (D)\*  
5th Dist. George Cunningham (D)

## Arkansas

**House**  
1st Dist. Marion Berry (D)\*  
2d Dist. Vic Snyder (D)\*  
4th Dist. Mike Ross (D)

## California

**Senate**  
Dianne Feinstein (D)\*

## House

1st Dist. Mike Thompson (D)\*  
4th Dist. Mark A. Norberg (D)  
5th Dist. Robert Matsui (D)\*  
6th Dist. Lynn Woolsey (D)\*  
7th Dist. George Miller (D)\*  
8th Dist. Nancy Pelosi (D)\*  
9th Dist. Barbara Lee (D)\*  
10th Dist. Ellen Tauscher (D)\*  
11th Dist. Richard W. Pombo (R)\*  
12th Dist. Tom Lantos (D)  
13th Dist. Fortney Stark (D)\*  
14th Dist. Anna Eshoo (D)\*  
15th Dist. Mike Honda (D)  
16th Dist. Zoe Lofgren (D)\*  
17th Dist. Sam Farr (D)\*  
18th Dist. Gary Condit (D)\*  
20th Dist. Cal Dooley (D)\*  
22d Dist. Lois Capps (D)\*  
24th Dist. Brad Sherman (D)\*  
26th Dist. Howard Berman (D)\*  
27th Dist. Adam Schiff (D)  
29th Dist. Henry Waxman (D)\*  
30th Dist. Xavier Becerra (D)\*  
31st Dist. Hilda L. Solis (D)\*  
32d Dist. Julian Dixon (D)\*  
33d Dist. Lucille Roybal-Allard (D)\*  
34th Dist. Grace Napolitano (D)\*  
35th Dist. Maxine Waters (D)\*  
36th Dist. Steven T. Kuykendall (R)\*  
37th Dist. Juanita M. McDonald (D)\*  
38th Dist. Steve Horn (R)\*  
39th Dist. Gill G. Kanel (D)  
42d Dist. Joe Baca (D)\*  
45th Dist. Ted Crisell (D)  
46th Dist. Loretta Sanchez (D)\*  
47th Dist. John Garam (D)  
50th Dist. Bob Filner (D)\*  
52d Dist. Craig Barkacs (D)

## Colorado

**House**  
1st Dist. Dianna DeGette (D)\*  
2d Dist. Mark Udall (D)\*  
6th Dist. Ken Toltz (D)

## Connecticut

**Senate**  
Joe Lieberman (D)\*

## House

1st Dist. John Larson (D)\*  
2d Dist. Sam Gejdenson (D)\*  
3d Dist. Rosa DeLauro (D)\*  
5th Dist. James Maloney (D)\*

## District of Columbia

**House**  
AL Eleanor Holmes Norton (D)\*

## Florida

**Senate**  
Bill Nelson (D)

## Georgia

**Senate**  
Zell Miller (D)\*

## House

2d Dist. Sanford Bishop (D)\*  
4th Dist. Cynthia McKinney (D)\*  
5th Dist. John Lewis (D)\*  
7th Dist. Roger Kahn (D)  
8th Dist. Jim Marshall (D)

## Illinois

## House

Bobby Rush (D)\*  
2d Dist. Jesse Jackson, Jr. (D)\*  
3d Dist. William Lipinski (D)\*  
4th Dist. Luis Gutierrez (D)\*  
5th Dist. Rod Blagojevich (D)\*  
7th Dist. Danny Davis (D)\*  
9th Dist. Jan Schakowsky (D)\*  
10th Dist. Lauren Beth Gash (D)  
11th Dist. Jerry Weller (R)\*  
12th Dist. Jerry Costello (D)\*  
13th Dist. Judy Biggett (R)\*  
14th Dist. Dennis Hastert (R)\*  
15th Dist. Mike Kelleher (D)  
17th Dist. Lane Evans (D)\*  
18th Dist. Ray LaHood (R)\*  
19th Dist. David Phelps (D)\*

## Indiana

**Senate**  
Richard Lugar (R)\*

## House

1st Dist. Peter J. Visclosky (D)\*  
2d Dist. Robert W. Rock (D)  
3d Dist. Tim Roemer (D)\*  
4th Dist. Michael D. Foster (D)  
5th Dist. Greg Goodnight (D)  
6th Dist. Grace Napolitano (D)\*  
7th Dist. Brian D. Kerns (R)  
8th Dist. Paul E. Perry (D)  
9th Dist. Baron Hill (D)\*  
10th Dist. Julia M. Carson (D)\*

## Iowa

## House

1st Dist. Bob Simpson (D)  
2d Dist. Donna Smith (D)  
3d Dist. Leonard Boswell (D)\*  
4th Dist. Michael Huston (D)  
5th Dist. Michael Palecek (D)

## Kansas

## House

1st Dist. Jerry Moran (R)\*  
3d Dist. Dennis Moore (D)\*

## Kentucky

**House**  
3d Dist. Eleanor Jordan (D)  
4th Dist. Ken Lucas (D)\*  
5th Dist. Hal Rogers (R)\*  
6th Dist. Scottie Baesler (D)

## Louisiana

## House

1st Dist. David Vitter (R)\*  
2d Dist. William Jefferson (D)\*  
3d Dist. W.J. "Billy" Tauzin (R)\*  
4th Dist. Jim McCreery (R)\*  
5th Dist. John Cooksey (R)\*  
6th Dist. Richard Baker (R)\*  
7th Dist. Chris John (D)\*

## Maine

## Senate

Mark W. Lawrence (D)

## House

1st Dist. Thomas Allen (D)\*  
2d Dist. John E. Baldacci (D)\*

## Maryland

## Senate

Paul S. Sarbanes (D)\*

## House

Benjamin L. Cardin (D)\*  
4th Dist. Albert R. Wynn (D)\*  
5th Dist. Steny H. Hoyer (D)\*  
7th Dist. Elijah Cummings (D)\*  
8th Dist. Terry Liernar (D)

## Massachusetts

## Senate

Edward M. Kennedy (D)\*

## House

1st Dist. John Olver (D)\*  
2d Dist. Richard Neal (D)\*  
3d Dist. James McGovern (D)\*  
4th Dist. Barney Frank (D)\*  
5th Dist. Marty Meehan (D)\*  
6th Dist. John Tierney (D)\*  
7th Dist. Edward Markey (D)\*  
8th Dist. Michael Capuano (D)\*  
9th Dist. Joe Moakley (D)\*  
10th Dist. William Delahunt (D)\*

## Michigan

## Senate

Debbie Stabenow (D)

## House

1st Dist. Bart Stupak (D)\*  
5th Dist. James Barcia (D)\*  
8th Dist. Dianne Byrum (D)\*  
9th Dist. Dale Kildee (D)\*  
10th Dist. David Bonior (D)\*  
12th Dist. Sander Levin (D)\*  
13th Dist. Lynn Rivers (D)\*  
14th Dist. John Conyers, Jr. (D)\*  
15th Dist. Carolyn Kilpatrick (D)\*  
16th Dist. John Dingell (D)\*

## Minnesota

**Senate**  
Mark Dayton (D)

## House

2d Dist. David Minge (D)\*  
4th Dist. Betty McCollum (D)  
5th Dist. Martin Olav Sabo (D)\*  
6th Dist. Bill Luther (D)\*  
7th Dist. Collin Peterson (D)\*  
8th Dist. James Oberstar (D)\*

## Mississippi

**Senate**  
Trent Lott (R)\*

## House

1st Dist. Joe "Joey" Grist, Jr. (D)  
2d Dist. Bennie Thompson (D)\*  
3d Dist. Chas. "Chip" Pickering (R)\*  
4th Dist. Ronnie Shows (D)\*  
5th Dist. Gene Taylor (D)\*

## Missouri

**Senate**  
Mel Carnahan (D)

## House

1st Dist. William Lacy Clay (D)  
2d Dist. Ted House (D)  
3d Dist. Richard A. Gephardt (D)\*  
4th Dist. Ike Skelton (D)\*  
5th Dist. Karen McCarthy (D)\*  
6th Dist. Steve Danner (D)

8th Dist. Jo Ann Emerson (R)\*  
9th Dist. Steven R. Carroll (D)

## Montana

**Senate**  
Brian Schweitzer (D)

## House

AL Nancy Keenan (D)

## Nebraska

**Senate**  
Ben Nelson (D)

## House

1st Dist. Doug Bereuter (R)\*  
2d Dist. Shelly Kiel (D)  
3d Dist. Tom Osborne (R)

## Nevada

**Senate**  
Ed Bernstein (D)

## House

1st Dist. Shelly Berkley (D)\*

## New Hampshire

**House**

1st Dist. Martha Clark (D)  
2d Dist. Barney Brannen (D)

## New Jersey

**Senate**  
Jon S. Corzine (D)

## House

1st Dist. Robert Andrews (D)\*  
2d Dist. Frank A. LoBiondo (R)\*  
3d Dist. Susan Bass Levin (D)  
4th Dist. Christopher Smith (R)\*  
5th Dist. Marge Roukema (R)\*  
6th Dist. Frank Pallone (D)\*  
7th Dist. Maryanne Connolly (D)  
8th Dist. Bill Pascrell, Jr. (D)\*  
9th Dist. Steve Rothman (D)\*  
10th Dist. Donald Payne (D)\*  
12th Dist. Rush Holt (D)\*  
13th Dist. Robert Menendez (D)\*

## New Mexico

**Senate**  
Jeff Bingaman (D)\*

## House

1st Dist. John Kelly (D)  
2d Dist. Michael Montoya (D)  
3d Dist. Tom Udall (D)\*

## New York

**House**

1st Dist. Felix J. Grucci (R)  
2d Dist. Joan B. Johnson (D)  
3d Dist. Peter T. King (R)\*  
4th Dist. Carolyn McCarthy (D)\*  
5th Dist. Gary L. Ackerman (D)\*  
6th Dist. Gregory W. Meeks (D)\*  
7th Dist. Joseph Crowley (D)\*  
8th Dist. Jerrold Nadler (D)\*  
9th Dist. Anthony D. Weiner (D)\*  
10th Dist. Edolphus Towns (D)\*  
11th Dist. Major R. Owens (D)\*  
12th Dist. Nydia M. Velazquez (D)\*  
13th Dist. Nito Fossella (R)\*  
14th Dist. Carolyn B. Maloney (D)\*  
15th Dist. Charles B. Rangel (D)\*  
16th Dist. Jose E. Serrano (D)\*  
17th Dist. Eliot L. Engel (D)\*  
18th Dist. Nita M. Lowey (D)\*  
19th Dist. Sue W. Kelly (R)\*  
20th Dist. Benjamin Gilman (R)\*  
21st Dist. Michael R. McNulty (D)\*  
22d Dist. John E. Sweeney (R)\*  
23d Dist. Sherwood L. Boehlert (R)\*  
24th Dist. John M. McHugh (R)\*  
25th Dist. James T. Walsh (R)\*  
26th Dist. Maurice D. Hinchey (D)\*  
27th Dist. Thomas M. Reynolds (R)\*  
28th Dist. Louise M. Slaughter (D)\*  
29th Dist. John J. LaFalce (D)\*  
30th Dist. Jack Quinn (R)\*  
31st Dist. Arno Houghton (R)\*

## North Carolina

**House**

1st Dist. Eva M. Clayton (D)\*

2d Dist. Bob Etheridge (D)\*  
4th Dist. David Price (D)\*  
7th Dist. Mike McIntyre (D)\*  
8th Dist. Mike Taylor (D)  
10th Dist. Delmas Parker (D)  
11th Dist. Sam Neil (D)  
12th Dist. Mel Watt (D)\*

## North Dakota

**Senate**  
Kent Conrad (D)\*

## House

AL Earl Pomeroy (D)\*

## Ohio

**Senate**

Theodore S. Celeste (D)

## House

1st Dist. John Cranley (D)  
2d Dist. Charles W. Sanders (D)  
3d Dist. Tony P. Hall (D)\*  
5th Dist. Paul E. Gillmor (R)\*  
6th Dist. Ted Strickland (D)\*  
7th Dist. Dave Hobson (R)\*  
8th Dist. John A. Boehner (R)\*  
9th Dist. Marcy Kaptur (D)\*  
10th Dist. Dennis J. Kucinich (D)\*  
11th Dist. Stephanie Tubbs Jones (D)\*  
12th Dist. Mary Ellen O'Shaughnessy (D)  
13th Dist. Sherrod Brown (D)\*  
14th Dist. Thomas C. Sawyer (D)\*  
15th Dist. Deborah Pryce (R)\*  
16th Dist. William Smith (D)  
17th Dist. James A. Traficant (D)\*  
18th Dist. Bob Ney (R)\*  
19th Dist. Steven C. LaTourette (R)\*

## Oklahoma

**House**

Dist. 2 Brad Carson (D)  
Dist. 6 Randy Beutler (D)

## Oregon

**House**

1st Dist. David Wu (D)\*  
2d Dist. Greg Walden (R)\*  
3d Dist. Earl Blumenauer (D)\*  
4th Dist. Peter DeFazio (D)\*  
5th Dist. Darlene Hooley (D)\*

## Pennsylvania

**Senate**

Ron Klink (D)

## House

Robert A. Brady (D)\*  
2d Dist. Chaka Fattah (D)\*  
3d Dist. Robert A. Borski (D)\*  
4th Dist. Terry Van Horn (D)  
6th Dist. Tim Holden (D)\*  
7th Dist. Curt Weldon (R)\*  
9th Dist. Bud Shuster (R)\*  
10th Dist. Patrick Casey (D)  
11th Dist. Paul Kanjorski (D)\*  
12th Dist. John P. Murtha (D)\*  
13th Dist. Joseph Hoeffel (D)\*  
14th Dist. William J. Coyne (D)\*  
15th Dist. Ed O'Brien (D)  
16th Dist. Bob Yorczyk (D)  
17th Dist. Leslye Herrmann (D)  
18th Dist. Mike Doyle (D)\*  
19th Dist. Todd Platts (R)  
20th Dist. Frank Mascara (D)\*  
21st Dist. Phil English (R)\*

## Rhode Island

**House**

1st Dist. Patrick Kennedy (D)\*  
2d Dist. James Langevin (D)

## South Carolina

**House**  
1st Dist. Andrew Brack (D)  
5th Dist. John M Spratt, Jr. (D)\*  
6th Dist. James Clyburn (D)\*

## Tennessee

**Senate**  
Jeff Clark (D)

## House

3d Dist. William Callaway (D)  
4th Dist. David Dunaway (D)  
5th Dist. Bob Clement (D)\*  
6th Dist. Bart Gordon (D)\*

## Texas

**House**

1st Dist. Max Sandlin (D)\*  
4th Dist. Ralph M. Hall (D)\*  
5th Dist. Regina Montoya Coggins (D)  
9th Dist. Nick Lampson (D)\*  
10th Dist. Lloyd Doggett (D)\*  
11th Dist. Chet Edwards (D)\*  
13th Dist. Curtis Clinesmith (D)  
15th Dist. Ruben Hinojosa (D)\*  
16th Dist. Silvestre Reyes (D)\*  
17th Dist. Charles W. Stenholm (D)\*  
18th Dist. Sheila Jackson Lee (D)\*  
20th Dist. Charles Gonzalez (D)\*  
24th Dist. Martin Frost (D)\*  
25th Dist. Kenneth Bentsen (D)\*  
27th Dist. Solomon P. Ortiz (D)\*  
28th Dist. Ciro D. Rodriguez (D)\*  
29th Dist. Gene Green (D)\*  
30th Dist. Eddie Bernice Johnson (D)\*

## Utah

**Senate**

Orrin Hatch (R)\*

## House

1st Dist. Kathleen McConkie Collinwood (D)  
2d Dist. Jim Matheson (D)  
3d Dist. Donald Dunn (D)

## Vermont

**House**

AL Bernie Sanders (I)\*

## Virginia

**House**

2d Dist. Jody Wagner (D)  
3d Dist. Bobby Scott (D)\*  
4th Dist. Norm Sisisky (D)\*  
8th Dist. Jim Moran (D)\*  
9th Dist. Rick Boucher (D)\*

## Washington

**Senate**

Maria Cantwell (D)

## House

1st Dist. Jay Inslee (D)\*  
2d Dist. Rick Larson (D)  
3d Dist. Brian Baird (D)\*  
4th Dist. Jim Davis (D)  
5th Dist. Tom Keefe (D)  
6th Dist. Norm Dicks (D)\*  
7th Dist. Jim McDermott (D)\*  
8th Dist. Heidi Behrens-Benedict (D)  
9th Dist. Adam Smith (D)\*

## West Virginia

**Senate**

Robert C. Byrd (D)\*

## House

1st Dist. Alan B. Mollohan (D)\*  
2d Dist. Jim Humphreys (D)  
3d Dist. Nick Joe Rahall II (D)\*

## Wisconsin

**House**

1st Dist. Paul D. Ryan (R)\*  
2d Dist. Tammy S.G. Baldwin (D)\*  
3d Dist. Ronald J. Kind (D)\*  
4th Dist. Gerald D. Kleczka (D)\*  
5th Dist. Thomas M. Barrett (D)\*  
6th Dist. Thomas E. Petri (R)\*  
7th Dist. David R. Obey (D)\*  
8th Dist. Mark A. Green (R)\*





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**Your future could depend on it.**



### TPEL Pledge Form

Mail to UTU, 14600 Detroit Ave., Cleveland, OH 44107.



I, (please print) \_\_\_\_\_, of Local \_\_\_\_\_, proudly pledge to UTU/TPEL the amount indicated annually to be pro-rated monthly and collected with my union dues:

- |  |  |  |  |
|--|--|--|--|
| <input type="checkbox"/> \$25 per year                       | <input type="checkbox"/> \$50 per year                       | <input type="checkbox"/> \$100 per year<br>Gold Club           | <input type="checkbox"/> \$300 per year<br>Diamond Club    |
| <input type="checkbox"/> \$365 per year<br>Dollar-A-Day Club | <input type="checkbox"/> \$400 per year<br>Diamond Plus Club | <input type="checkbox"/> \$600 per year<br>Double Diamond Club | <input type="checkbox"/> \$1,200 per year<br>Platinum Club |

I wish to contribute \$ \_\_\_\_\_ per month, or I would like to make a one-time contribution of \$ \_\_\_\_\_. (Please enclose a check to "TPEL" with this form.)

I am a retired member of Local \_\_\_\_\_ and I still want to help. My \$ \_\_\_\_\_ contribution to TPEL is enclosed.

Signature \_\_\_\_\_ Effective Date \_\_\_\_\_

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**Double Diamond Club pin**  
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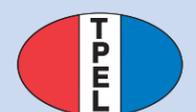
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Awarded to those individuals who contribute \$25 or more per year to TPEL

**"Because of the individual and joint efforts of the more than 30,000 members of TPEL, the UTU is able to have an impact on the legislative process, at all levels."**

- UTU National Legislative Director  
James Brunkenhoefer

# UTU VISA® card saves you money

The new UTU VISA cards, issued by National City Bank, are now available to members, family and friends.

National City sent a mailing to UTU members in late July offering the new UTU VISA cards. Have you responded yet? Don't forget, the VISA cards issued by National City replace the old UTU credit card. So, apply for the new UTU VISA and transfer your balance to 3.9% APR\*.



**UTU PRIME RATE VISA PLATINUM AND CLASSIC VISA**

- Introductory 3.9% 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

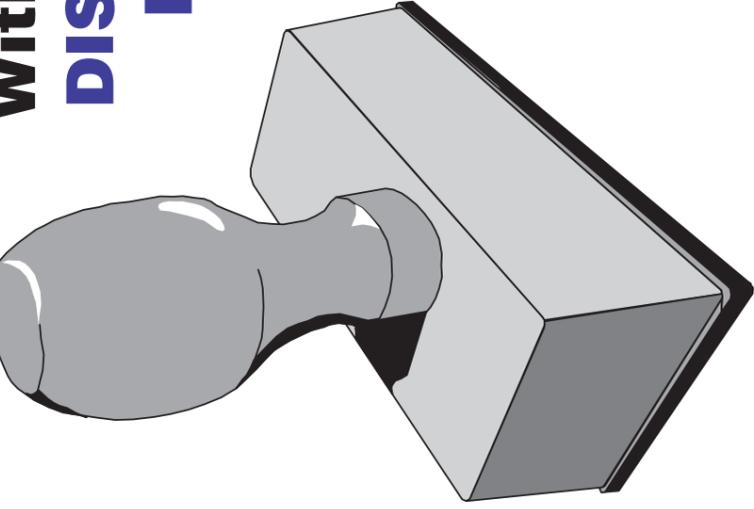
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