Senators line up behind rail retirement reform bill

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 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-
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. Halstead Street, Chicago). Those who retired as members of the local are urged to contact Morris Vanderhack or Monica Ferrer, or write to Secretary Lee Chang at 8525 Oak Ave., Gary, IN 46403, call him at (219) 938-8685, or send him e-mail at <lsgc@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 Sep-
tember 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, Lin-
da, 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 Super-
visor Joe Fletcher), that raised $600 to fight Cystic Fibrosis, said Secretary Randy Reed. In attendance were International Vice President K. M. Thompson, UTUIA Field Supervisors Fleming, Gene Felling and T. E. Condron, State Legislative Director Connie English, and Designated Legal Rod Steinbahn and Michael Erz. Said Secretary and Treasurer John I. Payar. Meanwhile, members donated $125 to the Granite City Police DARE fund to prevent drug abuse among the community’s youth.

Local 469, Madison, Ill. Members made the Labor Day parade and picnic held by the St. Louis/East Tri-City Labor Bureau 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 Sauer, of Local 1405, St. Louis, Mo., and the late Jim “Jum-
bo” Crouch, was accompanied by members and their families flying the union’s flag, said Secretary and Treasurer John I. Payar. 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 halting the efforts of conductor Benny Had and engineer R. C. 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 the two, who said they may well have saved Brown’s life.

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. Lar-
son, 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 are mourning the death of Joseph Dencoff of Cabool, Mo., who died in July.

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 Local 559 and 629. Meetings are held the second Thursday of the month at 5:30 p.m. in the Carpenter’s & Millwrights Building, located at 1202 Jamison Ave. SE, Roanoke, Va. Also, members are mourning the death of Johnny D. Clark, 53, who died on August 15, said General Chairperson W. R. Eubanks. Brother Clark was a former local chairperson of Local 563 (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 Local 768’s “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 802 (Tucson) is October 20, said Local Chairperson Tom More, who noted advance registration assures a special rate at the Holi-
day Inn Palo Verde (call 520-746-1161) and helps organizers place the cocktail parties and meals for 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 636 S. Flumer Ave., Tucson, AZ 85719.

Local 1405, St. Louis, Mo. The annual golf tournament and barbecue was a great success, with thanks due to Design-
ated Legal Counsel Lance Callis and the MidWest Railroaders, said Treasurer Richard Moore. Local Chairperson Bill Truelove (Local 133, N. Vernon, Ind.) scored a hole-in-
one few pats 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. O’brock. For informa-
tion, call (419) 836-8697.

Local 1582, Albany, N.Y. Local Chairperson James Kenier 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 Penn 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 D. O. Barry, who was killed in a whining accident July 24, according to John Briner and Secretary and Treasurer Mark Bear. The local Peer Support Committee dis-
patched Past Local President James G. Belt-
ingen 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 display depicted five great passenger trains, said Bottles, who believes he may be the last working train-
man 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 underperforming, 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 the former Conrail. The company's ties with the Brotherhood of Locomotive Engineers.

The Norfolk, Va., railroad holding company

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

UTU members on SEPTA ratify new three-year labor contract

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

The 156-160 vote approved the package of wage, rule and benefit improvements.

The contract was effective upon ratification, September, 1, 2000.

Highlights of the pact include a $300 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 and 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.

“…a successful local, even if that participation is limited to attending a local meeting. Fraternalism and solidarity should be what it is about today. 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 acted in unity and in solidarity on common issues they had with their employer. Unfortunately, fraternalism and solidarity faded to a lesser role.
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 goes 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 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 BMWE 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 BMWE participation, decided to include those broth- erhoods’ 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 razz about a year ago when the 16 employees on 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 “lost” many complaints. Under Bill Clin- ton, the BLE was shutout at the L&DRR in an NMB repre- sentation 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?

How should we be paid?

In the 21st century, should rail-road employees still be paid using a confusing 19th century pay struc- ture?

Or should we simplify and mod- ernize the way we’re paid so it makes more sense for the times in which we live?

Shouldn’t we try to pro- tect all of the ways we earn income now with- out continuing to put 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 us, then who?

Sometime in the near future approximately 45,000 UTU mem- bers 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 make doing the same job, and have a better chance of making more long term.

We decided early on in the negotiation process to be proac- tive, 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 simple 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 cer- tain income compo- nents, such as arbitraries or conc lusive allowances, that go into our pay system.

Instead, under a sim- plified system, there is one thing I am absolutely sure of: the Bush/Cheney and the Republicans distract you from looking at a seniority proac- tive, progressive, and positive in order to achieve our goals.

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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.

Matthews 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 into the labor world when I started as a parliamentary assistant to displaced workers, which would have previously been required only a hobby. Which is more important, your hobby or your livelihood? When they get into office certainly do. As one worker put it: “Hunting is a fun, have lost a lot of good friends.”

Matthews noted that he was the UTU's youngest legislative director at the time of his election, 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 Vahlidick, Burlington Northern Santa Fe General Chairpersons Jim Huston and C.D., "Bud" Davis. UTUIA Field Supervisor Dan McElroy, 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 a candidate loses, many of those still are not unionized, making very substandard wages and taking all kinds of abuse.

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.

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, "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.
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 in agreement...get that down. The more you can cut out the friction, the better off we are going to be. That's just the way it is. There might be a lot of conflict out there, but there are one. The only thing we've got are unions. We need to be one.

Neal L.
Local 1265, Anchorage, Alaska

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\[END]
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 UTL News, 73 Senators have now pledged to support this legislation and have signed the original Roth/Moynihan letter.

In the letter sent to Finance Committee Chairmen Christopher Bond (Mo.), Sam Brownback (Kan.), and Ottis D. Helms (N.C.), Tim Hutchinson (Ark.), James Inhofe (Okla.), Richard Lugar (Ind.), Pat Roberts (Kan.), Rick Santorum (Pa.), Richard Shelby (Ala.), Gordon Smith (Cwc.), Arlen Specter (Pa.), Ted Stevens (Alaska), Sturm 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.), Byron Dorgan (N.D.), Richard Durbin (Ill.), John Edwards (N.C.), Russ Feingold (Wis.), 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.), Her- bert Kohl (Wis.), Mary Landrieu (La.), Frank Lauggen (N.Y.), Jim Jeffords (Vt.), Carl Levin (Mich.), Blanche L. Lincoln (Ark.), Barbara Mikulski (Md.), Zell Miller (Ga.), Patty Murray (Wash.), Harry Reid ( Nev.), Chuck Robb (Va.), Ben Nighthorse Campbell (Colo.), Paul Sarbanes (Md.), Charles Schumer (N.Y.), Bob Torricelli (N.J.), Carl Levin (Mich.), and Ron Wyden (Ore.).

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The MTA wants to reduce the demand for overtime by hiring significant numbers of part- time drivers, who would gradually 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 Diasin, a UTL attorney, said the MTA is seek- ing $23 million in savings.

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 Transporta- tion 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 wins 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 politi- cally connected contractors and middle-class voters who are potential riders. Most impor- tant are lawmakers in Sacramento and Wash- ington, who want projects that will help them appeal to their constituents. These include projects for which they can claim credit.

The majority of the 13-member MTA board is composed of elected officials who are immune to a strike’s potential damaging impact. Politicians can be: Mayor Richard Riordan, a lame- duck moderate Republican nearing the end of his term, and Sam Bimby, the MTA’s other vote; representatives who belong to county supervisors, who represent districts so massive that they are virtually invulnerable to a challenge at the polls.
Do you feel you have a personal stake in the upcoming elections?

Elton R. Williams
L-694, 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 definitively 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 look 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 animosity to the two individuals or to DM&E,” McFride 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 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 Patrouras and BLE President 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.”

Postier 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.
Volunteering makes community a winner

Each year since 1997, retired member Virgil B. Lindberg of Fort Madison, Iowa, has been deemed a runner-up in the UTU’s “Volunteer of the Year” program, but those in his community would likely certify he’s a solid-gold winner.

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 smoke 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 Christmas, and has raised money for local fire-fighters and for the high school marching band.

By the end of his 42-year career in 1986, he was 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 drives a train that began developing in 1944, when he went to work 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.”

Retired member who retired from railroad service on or after April 1, 1987, 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.

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 every traveler a lookers 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, Interlakken, and Montreux 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, baggage handling and all transportation 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 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 151, 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 900. 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, Elegera, and a son.

Two dates mark return of Swiss Rail Tour

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.
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 website at <www.utu.org/merch/items1.htm>.

A 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 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, purple 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.

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 brass lantern; a three-foot by five-foot UTU flag; a royal-blue canvas barrel bag; a money clip with nail file and knife; a Gonzaga-branded pen set; playing cards; golf balls, tees or divot fixers, and a selection of sew-on patches.

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

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 timepiece 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 $1.19, 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 are also 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 messages. 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.
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.

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 A I G ore at last year’s W ashington, D. C., Regional M eeting: “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.

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 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 1676, 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.

See election recommendations by state inside this section

**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. 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:

**‘Our 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.
Alabama
House
1st Dist. Sonny Callahan (R)*
4th Dist. Martha Fifield (D)
7th Dist. Bill Poole (D)*
8th Dist. Mike Ross (D)*

House
26th Dist. Michael McCaul (R)*
27th Dist. John Cornyn (R)*

House
1st Dist. David Vitter (R)*
24th Dist. Thaddeus McCotter (R)*

House
1st Dist. Russ Feingold (D)*
25th Dist. Brian Schatz (D)*

House
1st Dist. Shelly Berkley (D)*
2nd Dist. Dean Barbe (D)
3rd Dist. Dina Titus (D)*
4th Dist. Stephen H. Fincher (R)*
5th Dist. Marie Bono (R)*

House
3rd Dist. John Kline (R)*
4th Dist. Dave Reichert (R)*

House
1st Dist. Phil Roe (R)*
2nd Dist. Markwayne Mullin (R)*

House
1st Dist. Ben Cardin (D)*
2nd Dist. Steny Hoyer (D)*
3rd Dist. John Sarbanes (D)*
4th Dist. Chris Van Hollen (D)*

House
1st Dist. Jim Messner (R)*
2nd Dist. Steve Daines (R)*

House
1st Dist. Martha McSally (R)
2nd Dist. Rahel Darnell (R)*

House
1st Dist. David Schweikert (R)*
2nd Dist. Steve Horsley (R)*

House
1st Dist. Clijsters (D)
2nd Dist. Rick Nolan (D)*
3rd Dist. Betty McCollum (D)*
4th Dist. Collin Peterson (D)*
5th Dist. Jim Oberstar (D)*

House
1st Dist. Adam Smith (D)*
2nd Dist. Mark Takano (D)*
3rd Dist. HowardCUDA (D)*
4th Dist. Rami Shakir (D)*
5th Dist. Derek Kilmer (D)*

House
1st Dist. Mike Quigley (D)*
2nd Dist. Larry Kissel (D)*
3rd Dist. Joe Walsh (R)*
4th Dist. Brad Wenstrup (R)*
5th Dist. Pete Stark (D)*

House
1st Dist. Jeff Merkley (D)*
2nd Dist. Scott Peters (D)*
3rd Dist. Susan Davis (D)*
4th Dist. Susan Lipinski (D)*
5th Dist. Jan Schakowsky (D)*

House
1st Dist. Mo Brooks (R)*
2nd Dist. Bruce Poliquin (R)*
3rd Dist. Chellie Pingree (D)*
4th Dist. Chellie Pingree (D)*
5th Dist. Chellie Pingree (D)*

House
1st Dist. Mike Kelly (R)*
2nd Dist. John Carney (D)*
3rd Dist. Mike Honda (D)*
4th Dist. Tony Cardenas (D)*
5th Dist. nan Highsmith (D)*

House
1st Dist. Karen Bass (D)*
2nd Dist. Jane Harman (D)*
3rd Dist. Nan Hayworth (R)*
4th Dist. Nan Hayworth (R)*
5th Dist. Nan Hayworth (R)*

House
1st Dist. Allen Boyd (D)*
2nd Dist. Tom Price (R)*
3rd Dist. John Carter (R)*
4th Dist. Steve Daines (R)*
5th Dist. Suzan DelBene (D)*

House
1st Dist. Steve Young (R)*
2nd Dist. Martha McSally (R)
3rd Dist. Michelle Lujan Grisham (D)*
4th Dist. Steve Daines (R)*
5th Dist. Suzan DelBene (D)*

House
1st Dist. Mo Brooks (R)*
2nd Dist. Bruce Poliquin (R)*
3rd Dist. Susan Davis (D)*
4th Dist. Susan Lipinski (D)*
5th Dist. Jan Schakowsky (D)*

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Let your voice be heard. Sign up for TPEL!

UTU members have made the union’s Transportation Political Education League (TPEL) the top railroad union political action committee (PAC) in the United States.

TPEL is many times more influential than all other railroad union PACs. Consider this: TPEL is more than one-and-a-half times bigger than the next five largest railroad union PACs combined; TPEL dwarfs the BLE’s political action fund; TPEL average contributions per member are larger than those of all other railroad unions; TPEL ranks second to the 1.4-million member Teamsters among all transportation PACs.

We need the Power of One – and the Power of TPEL – to make our voices heard even louder in Washington, D.C., and in your state capital.

If you are not a member of TPEL, please consider joining today. If you are a member, please consider boosting your monthly pledge.

Your future could depend on it.

TPEL Pledge Form

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:

☐ $25 per year
☐ $50 per year
☐ $100 per year
☐ $300 per year
☐ $500 per year
☐ $600 per year
☐ $1,200 per year

☐ 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 __________

TPEL reports are filed with the Federal Election Commission, 999 E. St., N.W., Washington, D.C. 20463, and are available for inspection from that agency and appropriate state agencies. Contributions or gifts to TPEL are not deductible as charitable contributions for Federal income tax purposes.

“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;
• $25 annual fee for VISA Platinum; $25 annual fee for Classic VISA.

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

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

All UTU cards will soon have a special Internet e-commerce rebate program that lets members earn rebates from 5% to 25% on purchases made through the PrimeCard e-commerce website. Rebates will be automatically received on the VISA statement for purchases from more than 500 merchants like Land’s End, Barnes & Noble, The Gap, CarParts.com and The Sharper Image.

Start saving money now by transferring balances from higher-rate credit cards to 3.9% APR. You could save hundreds of dollars the first year alone.

To apply by phone, call 1-888-622-8434.

The information about the costs of the cards described is accurate as of 5/31/00. The introductory 3.9% APR is valid for the first six billing cycles on purchases and balance transfers. Thereafter, the APR for purchases and balance transfers will be variable, currently 9.9% for Prime Rate VISA and 14.4% for No Annual Fee VISA. The variable cash advance APR is currently 9.9% for Prime Rate VISA and 14.4% for No Annual Fee VISA. If you miss two consecutive payments, the default APR is the higher of 3% above the APR at the time of default or 29%.

With UTUIA’s DISABILITY INCOME REPLACEMENT Insurance, You Won’t Have to Worry About This!

UTUIA recognizes your need to replace disability with the ability to meet never-ending obligations when an accident or illness strikes. Our unfailing commitment to provide the best Disability Income Replacement insurance has made UTUIA the association to rely upon for affordable disability insurance.

For more information, please complete and return the coupon below or telephone toll-free 1-800-558-8842 for the name and telephone number of your UTUIA representative.

Information, Please
I would like more information on UTUIA’s Disability Income Replacement insurance.

( Please print )

Full Name
Date of birth
Sex

Address
City
State
Zip

Telephone number with Area Code
UTU Local Number

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