Conventionと記載された内容が抽出されていません。
Local 100, Oakland, Calif.
Retiree Program member and author Dick Murdock, 83, is stepping aside as editor of the Oakland Local News, and seeks someone to take over and keep the publication alive. The newsletter is an outgrowth of the former Port Costa News, first published in 1957 by the late John F. Cody, former UTU local chairman and Benicia, Calif., city councilman. Those interested are urged to contact Murdock at P.O. Box 1346, Ross, CA 94957-1346, or call him at (415) 444-1711.

Local 492, Allentown, Pa.
Among those who attended the 18th Annual Lehigh Valley Railroad Reunion in September was active member John M. Hedmeck, who at age 76 continues to work as a conductor for CSX, according to Eugene K. Schuler, a reunion committee member who thanked all those who continue to make this gathering a successful and memorable event.

Local 924, Richmond, Va.
More than 460 persons attended this year's family picnic, which was marked by the appearance of the UTU's mobile education and training facility, and enlivened by a visit from State Legislative Board representative, radio and newspaper reporters.

Local 1188, Oklahoma City, Okla.
A special reception attended by coworkers, friends and relatives was held late last month to honor H.A. Buck, a former local chairman retiring after 44 years of service, said Local Chairman James Chapman III, who represents road, yard and UTU-E members. Chapman thanked picnic committee chairman John Henry Lines, as well as the sponsors, including Designated Legal Counsel Francis P. Hjiek, Larry Mann and Willard Moody, for a day marked by great food and fellowship.

Local 1373, Philadelphia, Pa.
The Philadelphia/Wilmington Safety Committee again sponsored the annual Christmas Train, said Local President Tony Mirarchi and UTUIA Field Supervisor Tom Anctil. The train, which tours South Jersey on Sunday, December 10, leaves Philadelphia's East Side Yard at 9 a.m., and the second pulls out of Willmington Yard at 1:30 p.m. All CSX and former Conrail employees and their families are invited. For information, contact Mirarchi at (215) 339-2737, or Safety Chairman Jimmy Martin (856) 948-5778.

Local 1375, Philadelphia, Pa.
The local's holiday celebration, to be sponsored by Designated Legal Counsel Coffee & Kaye, will be held Friday, December 8, at the Gladwyne VFW Post at River and Waverly Roads, said Local Chairman Eric Feld, who can be reached for details at (610) 789-7050.

Local 1422, Los Angeles, Cal.
The U.S. Department of Defense has approved awarding the Cold War Recognition Certificate to all members of the armed forces and qualified government civilian personnel who served the U.S. honorably during the Cold War era, from September 2, 1945, through December 26, 1991, said retired member Barry J. Holiday, legislative advocate for the California Paralyzed Veterans Association. Any official or military document (DD214) with the recipient's name, Social Security number and date of service is an acceptable document for proof of service. Veterans may submit documents to: Cold War Recognition Certificate Program, Suite 400, 4035 Ridge Top Rd., Fairfax, VA 22030.

Local 1491, Port Jervis, N.Y.
Members offer their wishes to former Local Chairman Jack Edwards, who recently retired after 37 years of service as a conductor on the Erie Lackawanna, Central, and finally Norfolk Southern. Brother Edwards, 61, had also served the local over the years as president, delegate and insurance representative, holding offices since 1982, according to Special Representative Dave Murphy.

Local 1594, Upper Darby, Pa.
Bus operator Julius Major, who works for the Southeastern Pennsylvania Transportation Authority (SEPTA), recently was granted a day off with pay and is set to receive a special award for the heroic actions he took one evening in late October, according to Local Chairman Ron Ray.

Local 1697, Lubbock, Tex.
Members working as bus operators for Texas, New Mexico & Oklahoma Coaches offer their congratulations to Former Local Chairman John Smith, who recently was elected vice chairman, according to General Chairman Roy G. Arnold.

Local 1823, St. Louis., Mo.
Alternate Delegate N. obert Shacklette noted that a recent monthly meeting was enlivened by a visit from State Legislative Director W.L. Foster, Field Supervisor Sam Hale, Illinois Central Assistant General Chairman Jim Hendor (CO-436), retired Terminal Railroad General Chairman Jim Bolin and a representative from the office of Designated Legal Counsel Lance Callis.

Local 1902, Thunder Bay, Ont.
Along with members of Local 463, also in Thunder Bay, the local recently honored Albert J. Charlebois, who marked his 100th birthday on September 29. A former yard foreman who retired at age 65 with 40 years of service, Charlebois served for 16 years as a conductor, a retired conductor from Local 463. Besides friends and family at the celebration, attendees also included the mayor, representatives from the provincial and federal governments, as well as SEPTA Canadian Legislative Director Tim Secord, who presented Charlebois with a brass lantern on behalf of UTU International President Charles L. Little. Representing Local 1902 were Ontario Legislative Board Vice Chairman Roy Pahk and Local President Steve Yawney. Representing Local 463 was Local President Bill Conway.

Auxiliary of the UTU
Two new lodges have recently joined the organization, including Lodge No. 803 in Jacksonville, Fla., with 20 charter members, and Lodge No. 50 in Indianapolis, Ind., with 16 new members, according to UTU Auxiliary International President Edythe M. Walter. In addition, Lodge No. 170 in Fort Worth, Tex., recently welcomed 11 new members, including three gentlemen.
As we enter the holiday season we should all pause and reflect, not only on the meaning of the season, but also on the meaning of unionism.

Both have a commonality. We cannot experience this time of year without having a deep compassion for the less fortunate. Each time we see a Salvation Army bell ringer, the thought of helping others comes immediately to mind. In fact, the true spirit of the season is giving of ourselves to let others know we care.

Unions were founded on these same principals, but instead of practicing them during a particular season, the intent was to do it on a daily basis.

When we look at our meager beginnings, compared with what we have today, we realize this was only accomplished through the great sacrifice of others before us. Inch by inch, through sweat and blood, gains were made, little by little.

Vacations, overtime provisions, retirement benefits, health and welfare and all other accomplishments did not come all at once. Many times through the course of history we suffered setbacks, especially when the robber barons became overly greedy and the political climate was favorable to them.

With the help of government intervention, we suffered setbacks that took years and sometimes decades to overcome. Sometimes we never did regain some of our losses. Such was the situation in 1985.

In 1985 our union was faced with a serious dilemma. As a result of the anti-union attitude of the Reagan Administration, along with recommendations of a study commission that would have destroyed operating employees working agreements, a decision had to be made to try and save as much as possible.

Through successful negotiations, our union was able to limit the effects of the study commission recommendations on our membership, but only by sacrificing the working conditions of new employees who were hired subsequent to October 31, 1985.

Today, we are still faced with many of the study commission recommendations that have never been fully addressed and our post-1985 members face a rough road ahead.

The Switchman’s Union of North America, which became part of the Teamsters, had a motto that said, “An injury to one is an injury to all.” Our post-1985 members did receive an injury that affects us all.

Our national negotiating team did an excellent job correcting this injury to our pre-1985 members and, at the same time, put in place conditions that will forever eliminate the unjust recommendations from the study commission. In addition, reasonable wage increases are provided in the tentative agreement without any work-rule changes. This is the most far-reaching agreement our union has ever negotiated.

I hear rumbles concerning this tentative agreement that deeply disturb me. Has unionism somewhere along the line made a wrong turn? What has happened to the compassion for one another upon which our unions were founded? Or “the injury to one is an injury to all?”

To our pre-1985 members that say this is a bad agreement because, “There is not enough in it for me” I say “Shame on you!” Since 1985 each of you have enjoyed certain benefits that would not have been available had the study commission recommendations been forced upon us. As stated earlier, this was only possible because of the sacrifice placed upon all new employees who were hired subsequent to October 31, 1985.

We are confident that additional compensation and benefit increases are in store for our members on those carriers. Once our members realize the value of this package, I hope they will do the right thing and show support for the tentative agreement. If I am wrong, our union and members face a rough road ahead.

I ask each of you during the holidays and months ahead to pause for a moment and think of the meaning of unionism. As we approach a new year, let us instill the traditional attitude of unions in each of us, joining together and working for the betterment of all.

Thinking about each of you and the lives we will destroy is the concept for which we stand. Like those before us, we owe it to future generations to continue the process called unionism in the manner and intent in which it was formed.

Merry Christmas, Happy New Year and may God bless you and your families in the year to come.

A Message from General Secretary and Treasurer Paul C. Thompson
An option and alternatives

At some point you will be deciding whether or not to ratify a new national agreement, which represents change, and a change for the better, or we wouldn’t bring it to you. People tend to resist change for a number of reasons: they are not comfortable with it; they lack confidence; they feel that it is not an improvement over the status quo; there is something better; it does or does not fit their political agenda, and on and on….

The reality is that when we adopt a new agreement, we are choosing between what we have now and what we might have. We all tend to view the process of making such a choice prospectively. I was thinking it would be novel to reverse the process and look at this from a different perspective. Here is what the choice would be if we were to have the current proposal in place as our existing agreement, and we were voting to ratify a proposal that reflected what we actually have today.

We would be voting to eliminate a system that provides for:

- Trip rates that provide for full parity between post- and pre-'85 employees. These trip rates would be comprised of mileage or time components of a run, runarounds, conversion rate (flat and rate), meal-period payments, meal-period violation payments, step-up payment penalties, initial terminal delay, final terminal delay, full pay for deadheading (with no difference between pre- and post-'85 employees), and terminal switching, without having to qualify for any of the above pay components. Overtime would not be included in trip rates and would be paid at a rate above and above any trip rate. This system assures there could be no attacks on the basic-day structure.

The above system would be traded for a system that provides for two classes of employees. All employees hired before 1985 would receive full benefits, based on conditions in effect on or before November 1, 1985. Those hired after that date would be required to work for approximately 25% to 35% less than those hired before that date.

In addition, those employees who are considered pre-'85 employees would actually have to qualify for each pay component included in the trip rate. Also, some of the pay components would be subject to offsets, such as initial, final, tow in, and others that would have to be worked off against overtime. This system leaves the basic day open to continued attacks. Most importantly, we would be trading a system of equality for one of inequality. I believe the choice should be clear to all based on the equality issue alone. We must keep this union united, not divided.

At the present time, post-'85 members make up approximately 46% of our membership. At this time we have an opportunity to bring post-'85 members to full parity without any sacrifice by pre-'85 members. I firmly believe that the time has come to do exactly that. The time has come to unite our membership without regard to post- or pre-'85 seniority.

When the final proposal is presented to the membership for ratification, you will be confronted with an option and alternatives. The option you will have to ratify or not.

The consequences of failing to ratify are potentially numerous, but are not entirely known. Put simply, the consequences of ratification of the proposal are known, while the consequences of rejection are not.

See? Your one vote does make a difference

In the October UTU News, I wrote a column on the importance of voting. In that column, I gave some examples on how one vote does make a difference. Why take the time to vote that we might not win the election?

There are many unanswered questions about the 2000 elections. One thing is certain about this election: Every vote made a difference. Your vote didn’t just count as a vote by itself. Your vote could have helped the candidate gain those extra few votes that won the election.

During the next session, with a sharply divided Congress, having representatives and senators who are sympathetic to our cause will be crucial. They are not just Democrats. We also endorsed winning Republicans and Independents. We have support on both sides of the aisle.

As often as possible, TPEL contributions were made at the early stages so that viable candidates could get their campaigns off the ground.

Many House and Senate elections were won by just 1% or 2% of the vote. Your money could have helped the candidate gain those extra few votes that won them the election.

As always, our membership, by voting, gave the candidate the mandate to do the job. People voted for the candidate who would work for the people. They voted for the candidate who would be the best qualified and the most sympathetic to the needs of working men and women.

Thank you, almost 80% of the UTU-endorsed candidates won election. Of course, it wasn’t just the fact that pre-labor candidates won; in many cases anti-labor candidates were defeated. Your vote is the only place where you made a difference. Your TPEL contributions also made an important impact. Your contributions helped to ensure that candidates who support the rights of working men and women were elected.

Addressing concerns

A number of concerns over the intent and purpose of the proposal have been raised.

Concerns have been raised over the $1,200 Longevity Bonus, the Optional Alternative Compensation Program, the Overtime Issue, and the issue of Access to Medical Information that is being referred to the National Wage and Rule Panel.

With regard to those issues; the Longevity Bonus was intended to benefit those members who would or could retire under the still pending 60/10 retirement legislation.

The Optional Alternative Compensation Program is exactly what it says. Both the carrier and the UTU committee have jurisdiction may elect to participate in a program that offers our members the option of participating on a strictly voluntary basis.

Overtime is not a pay component to be included in determining trip rates and will be paid in addition to a trip rate.

With regard to Access to Medical Information: today the carriers have almost total access to medical information of our members. We are attempting to limit that access.
Maryland
Shannon D. Phillips, daughter of CSX Conductor Richard N. Phillips of Local 610, is this year’s recipient of the Maryland State Legislative Board’s James E. Major, Jr., Memorial Scholarship.
Ms. Phillips is enrolled in the graduate program at the University of Maryland/Baltimore County’s Education Department, where she is studying urban teacher education.
A 1994 graduate of Casowne High School, Ms. Phillips recently earned her bachelor’s degree at Villa Julie College in Stevenson, Md.
For the past two years, the legislative board has awarded a $2,000 scholarship, payable in $500 increments over four years, to the child or grandchild of a UTU member.
The scholarship was established in honor of James E. Major, Jr., a passenger conductor for CSX who was killed in a head-on collision between a MARC train and Amtrak’s Capital Limited on February 16, 1996.
“Jimmy established many relationships and touched many lives through his job and his position as a labor representative. His hard work and dedication to his jobs and family earned him great respect from the people who knew him personally. Jimmy was a dedicated railroad worker who loved life,” said Legislative Director Larry Kasecamp.
Any UTU member interested in further information about the scholarship, or in applying for future scholarship awards, should contact his or her local legislative representative.

Arkansas
Former Arkansas Legislative Director Don Beavers, joined by his wife Mary Francis and colleagues who honored him at a retirement reception to celebrate his 21 years of service to the UTU as director of the state’s legislative board, UTU Vice President Mike Fulhavy presented Beavers with an inscribed brass lantern and letter from International President Charles L. Little, acknowledging his outstanding service to the organization, and Fred Garcia, chairperson of Local 307, presented Beavers with an engraved plaque for his work on behalf of the Arkansas membership. President Bill Clinton also forwarded a letter extending his personal gratitude to Beavers and the UTU for their assistance over the years. The North Little Rock celebration was hosted by designated legal counsel Jay Youngdahl and the Arkansas Legislative Board.

Idaho
Legislative Director Gregory N. Farris reported that the Democratic Party fund-rais- ing picnic held earlier this year at the Correll-Whitworth Ranch in Inkom, Idaho, which was organized by Assistant Legislative Director Shane Yager (263), was a resounding success.
More than 300 people attended the event, including candidates for political office, UTU members and retirees, their families and friends.
Participants enjoyed great food, a horseshoe tournament, an auction and stage coach rides provided by Rod Price, grandson of retired UTU General Chairperson Harry Price (76).
All of the proceeds from the affair were donated to local Democratic Party candidates.
“Shane did an absolutely great job. Thank you, Shane,” said Farris, who also acknowledged the contributions of the designated legal counsel firms of Bricker, Zakovics, Querin, Thompson & Ritchey; The Crow Law Firm; Yaeger, Jungbauer, Barczak & Roe; and Rossi, Cox, Kiker & Inderwisch.

Colorado
On election day last month, the Democratic Party regained the majority of seats in the Colo- rado state senate for the first time in 40 years, reported UTU Legislative Director Rick Johnson.
“What makes this newsworthy,” Johnson said, “is that it gives the Democrats equal footing in the re-districting process next year. As a result, this process will be a balanced compromise between the two parties, rather than being totally dictated by the Republican Party.”
Johnson said that organized labor played a major role in this victory with a “Labor 2000” campaign to spearhead voter registration and recruit campaign volunteers.
“Of course, TPEL contributions made the difference for many candidates, especially the state senate seats,” Johnson added.

Oregone
Governor John Kitzhaber met with members of the Oregon Legislative Board last month to personally thank them for their support of the state’s 21st Century Fund, reported Legislative Director Delmer H. Hanson.
The fund was established by Kitzhaber earlier this year to raise money for Democratic Party candidates seeking office in the state legislature.
Hanson said that funds from the UTU’s Transportation Political Education League intended for use in the state of Oregon were directed to the 21st Century Fund at the discretion of the board.

Oregone Governor John Kitzhaber, second from left, meets with Legislative Director Delmer H. Hanson, Secretary Marvin Williams, and Assistant Director Greg Baam, to personally thank them for the Oregon Legislative Board’s support of the governor’s 21st Century Fund.

UTU, others urge veto of repeal of diesel-fuel taxes
CLEVELAND – The UTU has joined with the leaders of 16 other labor organizations to urge President Clinton to veto a bill which provides tax relief to railroads and barge companies.
H.R. 2614, which passed the House of Representatives in late October, contains provisions which repeal a 4.3-cent-per-gallon tax on diesel fuel used in the railroad and barge industries.
The repeal was added by the Republican leaders of the House Ways and Means Committee.
“For the record, we are totally opposed to this repeal,” the leaders, including UTU International President Charles L. Little, wrote to Clinton.
“What a contrast in beliefs: providing a windfall tax repeal to the railroad and barge industries while at the same time denying to hundreds of thousands of Americans in the Railroad Retirement System the passage of H. R. 4844, The Railroad Retirement and Survivors’ Improvement Act of 2000, the first retirement improvements for rail workers in over two decades.
“Some 50,000 surviving spouses would have received an average $300 monthly increase in their pensions. Every railroad family would no longer have to face economic devastation upon the death of the worker.
“When those still on the job would have been able to retire with full pension and health and welfare benefits at age 60 with 30 years of service. And just as important as these benefit improvements is the fact that the system itself, for the first time, would have been protected by the carriers’ guarantee to absorb any shortfalls,” the leaders stressed.
“We are aware that there are items in H.R. 2614 acceptable to the White House and Labor as well. The purpose of this letter is not to take exception to H.R. 2614 in its entirety, but to take exception to the repeal of the fuel tax.
“Accordingly, we urge you to do everything in your power to stop this repeal of tax on diesel fuel for the railroad industry,” the letter read.
Also signing the letter were representatives from the Amalgamated Transit Union, Transportation Communications International Union, Seafarers International Union, Brotherhood of Railroad Signalmen, Hotel Employees and Restaurant Employees International Union, Service Employees International Union, International Association of Machinists, and Brotherhood of Locomotive Engineers.
Dear Counsel:

The manner in which the Court of Appeals for the Third Circuit has handled this case is cause for concern.

In the case of: Ruocchio v. Teamsters Local 60, et al.

Court of Appeals for the Third Circuit

This is to call your attention to a recent decision of the Third Circuit in the above-referenced case. The Court of Appeals for the Third Circuit has overturned the decision of the District Court, which granted summary judgment in favor of the plaintiff, Ruocchio. The District Court had found that Article 78 of the Teamsters Local 60 constitution was unenforceable and that the plaintiff had a right to receive damages for his lost office and other losses.

The Third Circuit Court of Appeals has reversed the decision of the District Court and has granted summary judgment in favor of the defendant, Teamsters Local 60. The Court of Appeals has held that Article 78 of the Teamsters Local 60 constitution is constitutional and that the plaintiff has no right to receive damages for his lost office and other losses.

I have reviewed the decision of the Third Circuit Court of Appeals and I must say that I disagree with the reasoning and conclusion of the Court.

I believe that Article 78 of the Teamsters Local 60 constitution is unconstitutional and that the plaintiff has a right to receive damages for his lost office and other losses.

I will therefore be filing a motion to reinstate the decision of the District Court.

Sincerely,

[Your Name]

U.S. District Judge

6

Federal court ruling voids Article 78 of UTU Constitution

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.

The ruling by the federal court effectively nullifies Article 78 of the United Transportation Union (UTU) constitution, which has been used to oust members for various reasons, including political affiliation. The court ruled that the Article 78 provision is unconstitutional and violates the members' rights under the Labor Management Relations Act (LMRDA). The decision grants injunctive relief to the plaintiff, Ruocchio, who was ousted from his position as an official of the UTU for his political beliefs.
Pact with CN
Continued from page 1

whole system. Basically, it meant a loss of pay for most members, but in return, we got life-time protection, with automatic certification for most employees hired prior to 1980,” Thompson explained.

The proposed pact corrects many problems of previous agreements, Thompson said. “We eliminated pre- and post-'85 differences, and we also eliminated the pre- and post-'85 discrepancies in pay for deadheading,” Thompson explained. “We also dealt with the problem of guaranteed extra boards, and if this pact is ratified, we will have a week- ly guarantee. We also have a short-term dis- ability and life insurance policy that will cov- er employees for on- and off-duty injuries which pays 60% of weekly earnings to a maxi- mum of $346 a week, up to 104 weeks. The policy also includes a $40,000 death benefit and a $42,000 accidental death benefit.”

Thompson also said the tentative pact pro- vides for participation in a quality-of-life labor/management committee to discuss such things as availability, rest days, assigned days off the extra board and other issues.

“I think it is a real good agreement,” Thomp- son said. “It eliminates entry rates immediate- ly. Anyone with a seniority date when the agreement goes into effect receives 100%. Anybody hired after the implementation date will hire in at 90% until they make the grade of conductor, which takes from four months to a year. If the member is there a year, he or she is automatically upgraded to the 100% pay level.”

“I think this is the best and final offer that will come from the carrier,” Thompson said. “It is in the best interest of members that it should be ratified.”

Because of the delay in negotiations, if the proposed pact is ratified, it will be up for re- negotiation in December 2001. “We can serve Section 6 notices in November 2001,” Thompson noted.

Contract
Continued from page 1

their answers during the week of November 20. “We will go to the carriers and our general chairperson will play a day and night trying to get a sign- off. We hope to come to an agreement with them short- ly thereafter,” said UTU National Negotiating Team Chairperson Assistant President Byron A. Boyd. “If not, we have to look to the spur- it and intent of the negotiations are maintained. “Until we have reached an agreement on the questions and answers, a definite schedule for voting cannot be determined. We will keep you advised,” Boyd said.

“The proposed national agreement is now being widely circulated. Given this wide- spread circulation, we have received reports of many concerns about the agreement, most of which are based on false rumors or lack of understandings,” International President Charles Little said. “I should also point out that many of those rumors are being initiated by those who are not UTU members, and would like nothing better than to see this pro- posal fail for the betterment of their own orga- nizational or personal political agenda.”

Rumors that the UTU has "sold" arbitrations and penalty payments for a "flat" rate of pay are "dead wrong,” Little said.

Members are encouraged to check the UTU’s website at <http://www.utu.org> for developments as they occur.

Member killed
Continued from page 1

shock and we’re in shock,” Sara Weitelsman, sister of the late railroad conductor, told reporters.

Hurt had been employed with BNSF about five years, Weitelsman said. He and wife, Lin- da, had been married about 10 years and had no children.

Three other crew members were hurt in the Oct. 31 accident when one BNSF train rear- ended another that had stopped on the tracks about 10 miles west of Flagstaff.

One engineer was hospitalized in critical condition. The two other crewmen were treat- ed at a hospital and released.

The parked train was carrying a small amount of hazardous materials but authorities said there wasn’t a spill. The 15 families that had been evacuated were allowed to return the next day.

Interstate 40, the main east-west route through northern Arizona, was closed briefly.

The week’s front train, carrying hazardous materials, was headed from Alliance, Texas, to Los Angeles. The trailing train was headed from Chicago to Richmond, Calif.

Hurt family members expected the worst when they were told only one crew member was missing and Mark was unaccounted for after the accident.

The National Transportation Safety Board (NTSB) was called to investigate the crash. Findings generally are released from six to nine months after an event is investigated, but NTSB spokeswoman Lena Peduzzi said it could be a year before NTSB releases its final report. “We do a very extensive, a very thor- ough, investigation,” she said.

Members of the UTU’s Transportation Safe- ty Team (TST) also were dispatched to the accident site the following day.

According to reports, NTSB investigators have recovered the event recorders from the two freight trains. The devices, which are similar to the “black box” recorders on airplanes, could tell investi- gators what the trains were doing before and during the accident. The recorders showed severe heat damage from the fire, Peduzzi said.

BNSF spokeswoman Lena Kent said the sur- viving crew members had been tested for drugs, a standard procedure following acci- dents. She said the results would not be released unless they played a role in the con- clusions reached by the NTSB.

The TST was organized, as part of UTU’s pro-active agenda, for the purpose of partici- pating in accident investigations conducted by the NTSB with the goal of contributing to the fact-finding phase of the field investigations, President Charles L. Little said. “The TST is not a replacement for the grievance procedures or protective roles of the general chairperson and local chairperson. The function of the local officers, representing employees covered under the Railway Labor Act, is separate and is not impacted by the TST program.”

The TST has played and will play a vital role in the fact-finding phase of rail accident inves- tigations where that accident meets TST criteria, according to TST Chairperson David Hakey.

The members of the TST, already proficient in train and switching operations, have received advanced training on accident inves- tigations from the NTSB, Hakey said. The training has focused on accident reconstruction, human performance factors, human survival factors, human survival factors and crash worthiness of locomotives and passenger equipment.

“Our goal is the advancement of transporta- tion safety for all transportation workers and the general public,” Little said.

Retirement
Continued from page 1

take this time to contact those members,” Brunkenhoefer said. “Please go and visit their offices in their districts. We need to let them know this issue is not going away.

“If we are not successful in accomplishing our goal during a ‘lame duck’ session, we will be there during the first session of Congress, which will begin January 3, 2001.

“All elected members of Congress have stat- ed that they want to act in a bi-partisan man- ner. This is a wonderful opportunity for them to exercise those promises,” Brunkenhoefer noted that Cong. Nick Smith (R-Mich.) has introduced H.R. 5387, which he calls “The Railroad Retirement Improvement Act.”

“This is a horrible bill. It destroys Railroad Retirement as we know it,” he said. “Although we are not ignoring this legislation, the bill has no other congressional support and the committee that has been referred to will not hold any further hearings this year.

“Congressman Smith’s proposal is well known for these last- minute, meaningless, futile attempts. It is very possible that Congressman Smith hopes to accomplish his real goal of defeating H.R. 4844.”

“He spoke against H.R. 4844 and subse- quently voted against it on the floor of the U.S. House of Representatives.

“It may be his strategy to get our supporters ‘off message’ and attempt to divide our efforts. Please do not hand Congressman Smith his victory by fighting a dead bill and not passing H.R. 4844.

“No negative response will only encourage Smith. We need to strengthen our resolve to stay ‘on message’ and support the bi-partisan principles contained in H.R. 4844,” Brunken- hoefer said.

“If Congressman Smith continues his efforts in the next session of Congress, we will deal with him at the appropriate time and in the appropriate manner.

“It is important to remember, we have not changed our goal of sending the message to Congress that the provisions of the Railroad Retirement and Survivors’ Improvement Act are critical to our widows, our retirees and our active railroad employees and we will contin- ue our efforts until it becomes law.

“As always, keep your calls friendly, up-beat and professional. The elections are over. Calls, letters and any other form of communication that are angry or overworked with frustration will be counterproductive to our efforts,” Brunkenhoefer said.

Monthly winner

This month’s lucky winner of his choice of any item of apparel bearing the UTU logo is Ernest S. Gross of Local 1172, Mollens, W. Va., which represents workers on Norfolk Southern. These items are awarded every month by ran- dom drawing as a show of appreciation to the many members who have been sup- portive of the UTU throughout the years.
The wonders of the land down under are awaiting UTU members and their guests who travel New Zealand.

**Deposit deadline nears for Alaskan cruise; one of two Swiss Rail packages sold out**

Those planning to participate in the Alaskan Cruise experience offered by the UTU Travelers Club are reminded that the **deadline for deposits is December 15, 2000**.

Deposits for the Alaskan Cruise should be sent to: Lynn Westphal Tours, 8715 Timber Edge Dr., N. Ridgeville, OH 44039.

Those choosing the seven-night, north-bound Voyage of the Glaciers leave Vancouver on May 21, 2001, aboard Princess Cruise Lines’ **Oceana Princess**. Traverse the Inside Passage, visit such ports-of-call as Ketchikan, Juneau and Skagway, and cruise Glacier Bay and the College Fjord. Prices range from $879 to $1,799. Purchasing the **Wilderness Package** extends the experience another seven days and includes a stay at the Kenai Princess Wilderness Lodge, a visit to the **Alaska Wildlife Conservation Center**, a ride aboard Ultra Dome rail cars to Denali National Park and accommodations at the Fairbanks Princess Riverside Lodge.

Also, one of the two **Swiss Rail** packages has been completely sold out, with only 20 seats left for the March 21-29, 2001, package, priced at just $1,799 (double occupancy, plus $137 in taxes). For information, call toll-free 1-888-280-7657. From Canada, call (440) 748-2777.

**Voices:**

Do you discuss union matters with your family?

**Patrick Murray**
L-196, Beardstown, Ill.

“I work for BNSF as a conductor on a road switcher, and I’ve got almost 35 years in. I’m secretary and treasurer for my local. I’ve been a union officer for about 25 years. We have three children who are grown and out of the house, so there’s just my wife at home now, and I don’t discuss things involving the job with her. She has her job and I have mine. In fact, I don’t recall even mentioning to her how the railroad is running.”

**Fred Rayman**
L-1042, Oklahoma City, Okla.

“I’ve been a bus operator for 32 years, working charter and line service for Jefferson Bus Lines, and I serve as general chairperson. I’m a bachelor, my parents are no longer living, and I don’t think my sister would understand, so I can’t say I discuss union matters with my family. But I don’t go it alone, either. I might have missed something in the conversation or I might have the wrong viewpoint. I want input before I make a major decision. I ask my vice chairperson and others I work with for their thoughts and advice. The more input I get, the better off I am.”

**Harry Lewis, Jr.**
L-997, Des Plaines, Ill.

“I hired out in 1972, work as an over-the-road engineer with Union Pacific, and serve as vice local chairperson. It’s important for my family to know what’s going on, what’s affecting me, what problems may arise, and what solutions the UTU is pursuing, because it affects us all. It’s important that my wife is informed because she takes a lot of the phone calls. I discuss union matters with her and take her opinions into consideration, but ultimately I make the decision. She comes from a rail family, so that helps. My son is 22, and he’s got a good union job, so my experiences have been helpful to him.”

**Mike Berry**
L-1620, Elkhart, Ind.

“I’m a Norfolk Southern yard conductor with about 25 years of experience, and my fiancée happens to be the vice local chairperson, so we do end up discussing union matters at home. We don’t always agree, either, because she can’t afford to go to school, hiring out after 1985, and I’m from the old school. We don’t have heated debates, but we do have quite a few differences. We get together over coffee in the morning with other members of the local and discuss things. She’s on the extra board, so sometimes we go two or three days without seeing each other.”

**UTU Travelers Club plans for fun down under with trip to Grand Australia and New Zealand**

Priced at just $4,349, this 19-day package includes round-trip airfare from nearly any U.S. city, stays in first-class hotels, a total of 27 meals (including all breakfasts, three lunches and seven dinners), the use of a luxury motorcoach, and the services of a professional tour director, and much more!

Day 1 & 2 – USA to New Zealand. Cross the equator and the international date line on your flight to New Zealand.

Day 3 - Arrive in Auckland. Enjoy a tour of the Skyline restaurant above the city.

Day 4 & 5 - Rotorua. Travel New Zealand’s countryside to the Waitomo Caves. Take a boat ride in an underground river through the Glow-worm Grotto. On Day 5, tour the Maori Arts and Crafts Institute, see the boiling mud pools at Whakarewarewa, visit Rainbow Springs, and enjoy the show at the Agrodome.

Day 6 - Rotorua to Queenstown. Fly to the Southern Alps and Queenstown, with dinner aboard the TSS Earnslaw.

Day 7 & 8 - Queenstown. Spectacular views of Milre Peak from aboard the Milford Sound cruise. Day 8 at leisure, with dinner at the Skyline restaurant above the city.

Day 9 - Queenstown, Mt. Cook & Christchurch. Cross the Canterbury Plains, see Lake Tekapo and the country’s highest peak, and linger for two days in Christchurch.

Day 10 - Christchurch. A full day at leisure in the most British city in the hemisphere.

Day 11 - Christchurch to Melbourne. Fly across the Tasman Strait to Australia’s Victorian city, home for two nights.

Day 12 - Melbourne. Sightseeing tours, capped by a trip to Phillip Island, a koala bear habitat featuring a parade of penguins.

Day 13 - Melbourne to Sydney. A short flight, followed by tours of the Rocks, the Royal Botanical Garden, Bondi Beach and the Opera House, then cruise the harbor.

Day 14 & 15 - Sydney. A visit to Koala Park, then a day and a half of leisure, with dinner at the Skyline restaurant above the city.

Day 16 - Sydney to Cairns. Fly north to tropical Cairns.

Days 17 & 18 - Cairns. Travel a catamaran to Upolu Cay on the Great Barrier Reef, and view the underwater wonders on a glass-bottomed boat, with time to enjoy the beaches. Day 18 spent at leisure before a festive farewell dinner.

Day 19 - Back to the USA. Bid farewell to Australia.

For complete information, or to make your reservations now, call toll free (888) 280-7657, phone (440) 748-2777 from Canada, write to Lynn Westphal Tours, 8715 Timber Edge Dr., N. Ridgeville, OH 44039, or send e-mail to lwestphal2@aol.com.
Retiree serves in Idaho’s senate

On the morning of November 8, while the nation awaited word on the winner of the U.S. presidential election, the citizens of Idaho’s state district 33 already knew they had a winner in Arthur L. Whitworth.

The night before, Brother Whitworth, 66, a member of Local 265, Pocatello, Idaho, had handily won his fourth two-year term as state senator.

“I’ve always gotten a lot of support from UTU members,” Whitworth said. “Brother Greg Farris, our UTU state legislative director, stood behind me all the way.”

Whitworth’s rail career began in 1952 when he hired out to conduct in 1959, and he held that position until he retired. At that time, he was also assistant state legislative director.

“I also had been chairperson of the state’s Democratic party,” said Whitworth. “But I think the reason I was ‘famous’ enough to win my first term in the senate was because of my family’s charity work.”

Whitworth and his family sponsor meals on Thanksgiving and Christmas for the homeless and for seniors “who would otherwise be served by Meals on Wheels, which doesn’t do holiday meals,” Whitworth explained.

“Lots of UTU members help us out on the holidays, when we use the Senior Citizen Center in Pocatello to cook a big meal,” Whitworth said. “We prepare about 300 dinners. We’re good cooks; in fact, all my kids are good cooks.”

Whitworth boasts seven children, 33 grandchildren, and three great-grandchildren, “with a couple more great-grandchildren on the way.”

He was also among a group of rail workers who had the misfortune of seeing a fellow worker killed on the job. As a memorial, they established the Oakland Archibald Scholarship in 1992 at Idaho State University.

Idaho’s bicameral legislature, which holds session January through March, is 89% Republican, said Whitworth, who noted it includes 15 senators and 70 representatives.

“Each year, we try for a two-person rail crew bill,” Whitworth said. “That’s one bill for sure that I’ll be backing to help rail workers.”

RRB offers workers, retirees new Internet online services

Railroad Retirement beneficiaries and rail employees can now access a number of new services via the Internet through the U.S. Railroad Retirement Board’s (RRB) website at http://www.rrb.gov, the agency said.

The services available include requests for:

- Replacement Medicare cards
- Duplicate benefit information statements for income tax purposes
- Annual rate verification letters
- Individuals accessing the RRB’s website for these services will be asked to complete and submit an online form. The agency is utilizing the most secure encryption technology available to ensure all information it receives through the Internet remains confidential and safe from unauthorized access. Upon receipt, the RRB will process the item requested and mail the material to the individual’s address of record.

The head of a company that rates the financial condition of health maintenance organizations (HMOs) has urged Medicare patients who have been dropped by their money-losing HMOs to steer clear of other HMOs.

“Seniors who have been dropped from their HMO should not rejoi.n another,” said Martin D. Weiss, chairman of Florida-based Weiss Ratings Inc.

“The latest Medicare withdrawals greatly narrow the viable choices available to seniors down to just a handful of profitable and financially healthy Medicare HMOs,” he said, “and even many of these may soon be dropping out of the business.”

Weiss’s comments come as dozens of health insurers around the country have announced they will shut down their Medicare plans after Dec. 31, saying reimbursements from the federal government are inadequate.

The announcements left about 934,000 Medicare recipients with new coverage decisions to make by the end of the year.

Richard Coorsh, a spokesman for the Health Insurance Association of America, a trade association, disputed Weiss’s warning. But he did encourage senior citizens to compare benefits offered by HMOs with traditional Medicare plans.

About six million of the nation’s 39 million Medicare patients joined HMOs when the option was first offered in 1997. A key attraction was that, unlike traditional Medicare, HMOs offered prescription drug benefits.

Military retirees gain expanded health care

President Clinton has signed into law a two-pronged health care initiative for current and future military beneficiaries eligible for Medicare that includes a vastly expanded prescription drug benefit and turns Tricare into a true cradle-to-grave benefit.

But Clinton said he “was concerned that the Congress fail.d to deal fully with the high, long-term cost of this new benefit.”

Effective Oct. 1, 2001, any Medicare-eligible military beneficiaries who has enrolled in Medicare Part B will have Tricare as second payer to their Medicare benefits. The Tricare Senior Pharmacy Program will begin April 1.

The head of a company that rates the financial condition of health maintenance organizations (HMOs) has urged Medicare patients who have been dropped by their money-losing HMOs to steer clear of other HMOs.

“The latest Medicare withdrawals greatly narrow the viable choices available to seniors down to just a handful of profitable and financially healthy Medicare HMOs,” he said, “and even many of these may soon be dropping out of the business.”

Weiss’s comments come as dozens of health insurers around the country have announced they will shut down their Medicare plans after Dec. 31, saying reimbursements from the federal government are inadequate.

The announcements left about 934,000 Medicare recipients with new coverage decisions to make by the end of the year.

Richard Coorsh, a spokesman for the Health Insurance Association of America, a trade association, disputed Weiss’s warning. But he did encourage senior citizens to compare benefits offered by HMOs with traditional Medicare plans.

About six million of the nation’s 39 million Medicare patients joined HMOs when the option was first offered in 1997. A key attraction was that, unlike traditional Medicare, HMOs offered prescription drug benefits.

Military retirees gain expanded health care

President Clinton has signed into law a two-pronged health care initiative for current and future military beneficiaries eligible for Medicare that includes a vastly expanded prescription drug benefit and turns Tricare into a true cradle-to-grave benefit.

But Clinton said he “was concerned that the Congress fail.d to deal fully with the high, long-term cost of this new benefit.”

Effective Oct. 1, 2001, any Medicare-eligible military beneficiaries who has enrolled in Medicare Part B will have Tricare as second payer to their Medicare benefits. The Tricare Senior Pharmacy Program will begin April 1.

Military retirees gain expanded health care

President Clinton has signed into law a two-pronged health care initiative for current and future military beneficiaries eligible for Medicare that includes a vastly expanded prescription drug benefit and turns Tricare into a true cradle-to-grave benefit.

But Clinton said he “was concerned that the Congress fail.d to deal fully with the high, long-term cost of this new benefit.”

Effective Oct. 1, 2001, any Medicare-eligible military beneficiaries who has enrolled in Medicare Part B will have Tricare as second payer to their Medicare benefits. The Tricare Senior Pharmacy Program will begin April 1.

The head of a company that rates the financial condition of health maintenance organizations (HMOs) has urged Medicare patients who have been dropped by their money-losing HMOs to steer clear of other HMOs.

“The latest Medicare withdrawals greatly narrow the viable choices available to seniors down to just a handful of profitable and financially healthy Medicare HMOs,” he said, “and even many of these may soon be dropping out of the business.”

Weiss’s comments come as dozens of health insurers around the country have announced they will shut down their Medicare plans after Dec. 31, saying reimbursements from the federal government are inadequate.

The announcements left about 934,000 Medicare recipients with new coverage decisions to make by the end of the year.

Richard Coorsh, a spokesman for the Health Insurance Association of America, a trade association, disputed Weiss’s warning. But he did encourage senior citizens to compare benefits offered by HMOs with traditional Medicare plans.

About six million of the nation’s 39 million Medicare patients joined HMOs when the option was first offered in 1997. A key attraction was that, unlike traditional Medicare, HMOs offered prescription drug benefits.

Military retirees gain expanded health care

President Clinton has signed into law a two-pronged health care initiative for current and future military beneficiaries eligible for Medicare that includes a vastly expanded prescription drug benefit and turns Tricare into a true cradle-to-grave benefit.

But Clinton said he “was concerned that the Congress fail.d to deal fully with the high, long-term cost of this new benefit.”

Effective Oct. 1, 2001, any Medicare-eligible military beneficiaries who has enrolled in Medicare Part B will have Tricare as second payer to their Medicare benefits. The Tricare Senior Pharmacy Program will begin April 1.
Get ready for the 2001 Regional Meetings!

Due to unreasonable opposition to the Railroad Retirement and Survivors’ Improvement Act of 2000 by Sen. Pete Domenici (R-N.M.), as well as the resultant strong potential for picketing on site, the UTU had no alternative except to cancel the UTU/UTUIA Regional Meeting scheduled for August 20-22, 2001, in Albuquerque, N.M.

“It is unfortunate that the actions of one senator from New Mexico, in collaboration with the Republican leadership in the Senate, have deprived us not only of the benefits of the Railroad Retirement reform, but also of our ability to hold a regional meeting in the beautiful city of Albuquerque,” said Director of Public Relations, Education and Training Eric Pack. “Additionally, we have been unsuccessful in contracting an alternate location for this meeting, and have been forced to hold only two regional meetings in 2001.”

“Because of the reduction in the number of meetings, you should make every effort to secure reservations as soon as possible,” Pack said. He also noted that the best airline prices include a Saturday night stay.

The 2001 UTU/UTUIA Regional Meetings will be:

**June 25-27, 2001, Greensboro, NC**
Sheraton Greensboro Hotel at Four Seasons
3121 High Point Rd., Greensboro, NC 27407
Hotel direct reservations: (800) 242-6556
Call between the hours of 6 a.m. and 11 p.m. EST
Reservation code: UTU
Room rate: $119 single/double
Reservation deadline: May 20, 2001
Parking: Free, self parking

**July 23-25, 2001, Winnipeg, Manitoba**
Delta Winnipeg Hotel (host hotel)
350 St. Mary Ave., Winnipeg, Manitoba R3C3J2
Hotel direct reservations: (800) 268-1133
Reservation code: UTU
Room rate: C$125 single/double
Reservation deadline: June 19, 2001
Parking: C$9 per day

Sheraton Winnipeg Hotel (first overflow hotel)
161 Donald St., Winnipeg, Manitoba R3C1M3
Hotel direct reservations: (800) 463-6400
Reservation code: UTU
Room rate: C$109 single/double; C$124 deluxe king/2 queens
Reservation deadline: June 19, 2001
Parking: C$8.50 per day

Place Louis Riel All-Suite Hotel (second overflow hotel)
190 Smith St., Winnipeg, Manitoba R3C1J8
Hotel direct reservations: (800) 665-0569
Reservation code: UTU
Suite rate: C$120 to C$135, single/double
Reservation deadline: June 19, 2001
Parking: C$4.50 per day

United Healthcare open enrollment in December

During the month of December 2000, United Healthcare will hold an open enrollment under GA-23111.

During this open enrollment, any individual eligible for coverage under one of the GA-23111 plans can enroll and will be accepted for coverage without any medical underwriting or requirement of good health.

There are no limitations on pre-existing conditions.

If you enroll in December 2000, you will be covered effective January 1, 2001. Only those applicants who mail their enrollment form in December 2000 will be considered for open enrollment.

This open enrollment is being held:

• For persons already enrolled in GA-23111 who want to change their coverage from Plan D to Plan F (which has no prescription drug coverage) or from Plan F to Plan D. The next opportunity to change plans will be December 2002.

• For any individual who was covered under any railroad health plan and was represented by a railroad labor union. Previously, only individuals covered under GA-23000, GA-107300 or GA-46000 were eligible to enroll under GA-23111.

If someone you know meets the new GA-23111 eligibility provisions, open enrollment provides an opportunity to become covered. You may also enroll your spouse or eligible children if they are not currently covered.

In addition, open enrollment under Plans D or F is available for your parent or parent-in-law. Anyone interested in enrolling should call the following phone numbers to obtain an enrollment form or get additional information:

For persons eligible for Medicare, call (800) 809-0453.
For persons not eligible for Medicare, call (800) 942-5252.

The next open enrollment will be December 2002.

UTUIA seeks 2001 Volunteer of the Year

The United Transportation Union Insurance Association is looking for a special person to honor as its 2001 Volunteer of the Year.

Do you regularly volunteer at a hospital or nursing home? Do you lead a Boy Scout or Girl Scout troop or work with the handicapped? Are you involved in some other activity that benefits those in your community? If so, we would like to know about it.

A panel of judges at the UTU International will review all submissions and select the 2001 Volunteer of the Year. The individual selected as UTUIA Volunteer of the Year will receive a $1,000 U.S. Savings Bond and a plaque of appreciation from UTUIA. Additionally, he or she will be honored at the 2001 UTU/UTUIA Regional Meeting nearest his or her home (all expenses paid by UTUIA). Also, 20 runners-up will be selected to receive certificates of appreciation for their volunteer efforts.

Deadline for submission of nominations is February 28, 2001.

The outstanding individual will be notified by registered mail, and certificates of appreciation will be forwarded to runners-up as soon as possible. Decision of UTUIA judges is final. Previous nominees may be nominated again, however, former Volunteers of the Year are ineligible to receive awards.

The Volunteer of the Year program is designed to accomplish many things, not the least of which is the opportunity for UTUIA to let its fraternal light shine. It also provides an opportunity for UTUIA to recognize its volunteers for their outstanding contributions to others.

The nomination form should be mailed to: UTUIA Volunteer of the Year, Attn.: Sandra Kranick, UTU/UTUIA Fraternal Coordinator, 14600 Detroit Ave., Cleveland, OH 44117-4250.

Don’t forget to include a separate sheet of paper describing your volunteer activities.

![United Transportation Union Insurance Association](image-url)
Have you ever stopped to think about what you could have done with the money you spent on Christmas gifts in the past? If you're like most parents and grandparents, you go overboard. But what usually happens to those gifts? Do they end up in the corner, rarely played with — or worse yet, broken? Why not give your little ones a lasting gift this Christmas?

Permanent life insurance is a wonderful way to provide a lifetime benefit for your youngsters. What better way to show them you care? Permanent life insurance is very inexpensive at young ages, and premium-paying choices are endless, since premiums can be paid in one easy payment or over just about any period of time you select. Give a gift that keeps on giving by returning the coupon below, or by calling toll-free, 1-800-558-8842, for assistance from your UTUIA representative.

I would like more information on UTUIA’s ULTIMATE PAR policy.

Please provide full name, sex, date of birth, and relationship of the child for whom the information is requested on the line below.

Full Name: ____________________________ Sex: _______ Date of Birth: ________

Address: ____________________________ City: _______ State: _______ Zip: _______

Telephone Number with Area Code: ________ UTU Local Number: _______

Please provide full name, sex, date of birth, and relationship of the child for whom the information is requested on the line below.

Full Name: ____________________________ Sex: _______ Date of Birth: ________ Relationship: _______

Complete and mail to: UTUIA Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250 12/00