THE VOICE OF TRANSPORTATION LABOR

“No one needs to spin the facts to divine the United Transportation Union’s intentions. Our aim is in our name.”
- U T U Assistant President Byron A. Boyd, Jr., on the need for one operating union in the rail industry

UTU announces innovative job agreement with CSXT

Cleveland, Ohio – United Transportation Union (UTU) International President Charles L. Little has announced an innovative agreement with CSX Transportation Inc. (CSXT) that preserves paychecks for about 650 UTU-represented workers.

“This is another example of the cultural change occurring between CSXT and the UTU that should be the model for labor-management relations in the rail industry,” Little said.

The unique agreement, announced by Little and CSXT President Michael J. Ward on Monday, January 8, presents a “win/win” solution that keeps UTU workers on the payroll while helping CSXT deal with an employment surplus, Little said.

Under the terms of the agreement, CSXT will offer some employees permanent transfers to areas on its system in need of conductors and trainmen, and at the same time will establish brakeman positions on some conductor-only assignments, which will be retained if customer service and operating efficiency improve.

In addition, UTU workers who have not yet qualified and would otherwise face furlough will be placed in training positions, while CSXT will establish “supplemental furlough pools” from which employees will be called to work or to participate in training activities.

Negotiations to resume

Cleveland, Ohio – Meetings between the UTU and the National Carriers’ Conference Committee are scheduled to resume February 12 and 13, 2001, in Miami, Fla.

“We hope to resolve the problems we are experiencing over the questions and answers and get a clear understanding of the intent of our tentative agreement reached last September,” said UTU Assistant President Byron A. Boyd, Jr., chairman of the UTU Negotiating Committee.

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

News & Notes

UTU scores win at SEPTA

Philadelphia, Pa. – Commuter rail workers on the Southeastern Pennsylvania Transportation Authority (SEPTA) scored a major victory recently when the United Transportation Union (UTU) was affirmed as their collective bargaining representative.

SEPTA train service workers turned back a raid by the Brotherhood of Locomotive Engineers (BLE) by voting to retain their UTU representation, according to election results released December 29, 2000, by the National Mediation Board (NMB).

In offering congratulations and thanks to members of Local 61, Assistant President Byron A. Boyd, Jr., underscored the importance of turning back the attempted raid, noting the BLE had been quoted in the Philadelphia Inquirer as supporting “engineer-only” operations on a planned SEPTA extension.

Continued on page 9

CSX conductor dragged, killed

Chicago, Ill. – CSX conductor Teresa “Robin” Smith, 42, a member of Local 586 at Willard, Ohio, was killed January 10, 2001, at a rail yard in Chicago when a passing Norfolk Southern train apparently snagged the strap of her backpack and dragged her to her death.

Smith had been with the CSX since November 1999. She formerly was secretary to the trainmaster for the Lake Terminal Railroad in Lorain, Ohio, which went out of business about two years ago.

Smith was going on duty at about 1:05 a.m. at the Park Manor yard in Chicago when the accident occurred.

Smith reportedly was carrying a lunch bag in one hand, a grip in the other and a backpack over her shoulder. As she turned to mount her widebody locomotive, the snowplow of the lead NS engine, which

Continued on page 9
Local 469, Madison, Ill.
The 16-year-old daughter of disabled mem-
ber C. L. Landford was recently involved in an
auto accident that left her in a coma with
severe brain damage, saddling Brother
Lansford with staggering medical bills. Mem-
bers have established a fund and collected
more than $500 for the family to date. To con-
tribute, contact Secretary and Treasurer
John L. Payer, 502 Western Ave., Collinville, IL
62234, or call him at (618) 344-4519.

Local 898, Boston, Mass.
Members of this Amtrak local are mourning
the recent passing on December 29 of retired
Amtrak conductor Raymond K. Frye, Jr.,
whose son, Michael Frye, and grandson,
Christopher Frye, are both Amtrak conduc-
tors and members of Local 1462 in Boston,
Mass. The family says that donations be
made in his memory to the National Kidney
Foundation, and note that cards of con-
dolence may be sent to 15 Meier Farm, Whit-
man, MA 02382.

Local 1105, Wilmington, N.C.
That day, the elder Stewart, a member of Local
1594, Darby, Pa., and a bus operator for
16 years with the Southeastern Pennsylvania
Transportation Authority (SEPTA), donated
one of his kidneys to his son, who was born with a
condition that prevented one kidney from
maturting and seriously compromised the other.
Brother Stewart was the donor, but when
Christmas came around, he felt like he was the
one who had received a very special gift.
“I was so happy to have another Christmas
with my son,” Stewart said. “It always feels
good to help someone else, but it makes you
especially happy when it’s your own boy.”

Father’s kidney keeps son going
For Kevin C. Stewart, Jr., June 28, 2000, was
like having a new birthday, and the gift he
received that day came from his father, Kevin
C. Stewart, Sr.

Local Chairperson and President
Donald L. Heffernan
commended and thanked the South-
Koran gave special recognition to
ensuring all riders made it safely to their desti-
inations. Koran gave special recognition to
operators Bernatowicz, Caldwell, Chapman,
Curran, Boyle, Harris, Swain, Thoden and
Saddic who stayed most or all of the night with
the stranded trolleys, despite the lack of heat
and power.

Local 1608, Chatsworth, Cal.
Member Donald L. Heffernan, of Local
1105, Wilmington, N.C., said that the success of the
union movement.”

Local 1252, Fresno, Cal.
Workers employed on the Canadian Nation-
Al also has an informative website
that includes their agreements, results of arbi-
tration cases, copies of circulars, educational
videos, safety resources, a directory of officers,
and links of interest to all members. View the

Local 1275, Edmonton, Alta.
After 25 years as secretary and treasurer of the
region, David Moorhouse
also served as his local’s delegate, noted that the
new secretary and treasurer is Mike Cochran.
Also participating was First Sergeant Calvin
Howell of Local 630, Ashland, Ky.

Local 1567, Corbin, Ky.
Members generously donated $200 to the
local Lion’s Club Christmas fund to help buy
food and clothing for needy families in the
area, according to Secretary and Treasurer
Donnie H. Hadd.

Local 1594, Upper Darby, Pa.
Chairperson and President Ron
Koran commented and thanked the South-
eastern Pennsylvania Transportation Author-
ity (SEPTA) rail operators who temporarily
became bus operators during a severe storm
that stranded five trolley full of passengers,
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Pennsylvania

State Watch

News from UTU State Legislative Boards

Former U.S. Secretary of Transportation Rodney E. Slater announced on January 18 the selection of two projects in Pennsylvania and Maryland to be advanced into the next phase of the competition for nearly $1 billion in federal money to build the nation’s first magnetically levitated (maglev) high-speed train system.

The two finalists each received $7 million in federal money to refine their financial plans and conduct further analysis of ridership and cost-benefit ratios.

Transportation officials ultimately will decide whether to split the remaining $930 million in maglev funding between the two projects, or to invest all of it in a single system.

Propelled by a magnetic electric field, maglev trains levitate above a steel beam and can reach speeds of up to 300 mph.

“They have been extremely difficult to select from all of the meritorious projects, but we must now focus on the remaining effort and fund- ing on the Maryland and Pennsylvania pro- jects, the ones best positioned for early demonstration of maglev’s promise,” said Sec- retary Slater.

Pennsylvania State Legislative Director Don Dunlevy, who, along with members of the state’s congressional delegation, was on hand for Slater’s announcement, said the Pennsylvania project would consist of a 47- mile maglev system connecting the cities of Greensburg, Monroeville and Pittsburgh to the Pittsburgh International Airport.

Dunlevy is a member of the National Maglev Advisory Committee of the Federal Railroad Administration, as well as a board member of MAGLEV, Inc., a Pittsburgh-based corporation of business, labor and academia that will design and manufacture Pennsylvania’s high-speed system. His involvement with the project spans a period of 12 years.

“We are grateful for the help our congres- sional members gave us. Sen. Arlen Specter has delivered big bucks for this project for us and has said he will work on this in the future in the (Senate) Appropriations Committee,” Dunlevy said.

Frank Clark, a MAGLEV vice president, said it would take at least five years to com- plete the first leg of the system from the air- port to downtown Pittsburgh.

“Itially, this will be a commuter system, but eventually we are hoping to establish links from Greensburg to Harrisburg to Philadelphia,” Clark said.

“Eventually, this has to be a national thing,” Dunlevy said, emphasizing the need for labor protection should the maglev system ever replace Amtrak.

Florida

Florida State Legislative Director Carl Cochran reports that lawmakers there are considering asking voters to repeal a bullet- train amendment passed in November because they worry the high-speed network will cost too much money.

Lawmakers said a high-speed rail line con- necting Tampa, Orlando, Ft. Lauderdale, Miam- i and Jacksonville could cost between $6 bil- lion and $20 billion, with another $1.7 billion per year for maintenance and debt payments.

Sen. Ron Klein, who said that voters were not fully informed of the system’s cost when they approved the project last year, has intro- duced legislation that calls for the repeal of the bullet-train amendment.

“If it is the future and I am for it, but with cau- tion,” said Cochran.

He questioned what a high-speed rail system in the state might do to jobs on CSX and Amtrak.

“It could be a lose/lose issue. Sometimes, you better watch what you wish for, or you might get more than you want,” he said.

Gov. Jeb Bush, who supports the idea of a new vote on the train, said he would not include the bullet train in his proposed budget for the upcoming fiscal year.

Virginia

Virginia Operation Lifesaver, a non-profit highway/rail safety education organization, is teaming up with the Virginia Department of Rail and Public Transportation and Lamar Outdoor Advertising in a new billboard cam- paign to remind Virginia residents that tress- passing on railroad tracks and property is unsafe, and illegal.

The full-color billboards will feature photos of a train and tresspassers riding motorcycles and jogging on the tracks. The message: “Tres- passing on railroad? Fine! $250 dollars. No tresspassing on railroad tracks is a Virginia law we can live by.”

Federal safety statistics show that eight peo- ple were killed and 10 injured in 1999 while trespassing on railroad tracks in Virginia.

Preliminary data for the first 10 months of 2000 show that five people died and four were injured.

Three recent deaths involving pedestrians tresspassing on railroad tracks, one near Waver- ly and two in Lynchburg, illustrate the prob- lem.

The first billboards have been placed in Richmond and Portsmouth, and additional billboards will be going up in northern Vir- ginia and Charlottesville.

The Roanoke/Lynchburg area is slated to receive a billboard when space becomes avail- able. Lamar Outdoor Advertising, a Baron Rouge, La.-based advertising agency with offices in Richmond, is donating the space for all of the billboards.
The lights are on, but nobody is home!

Byron A. Boyd, Jr.

Hello! Hello! Is anybody there? That is the feeling that we have here in Washington, D.C.

On January 20th, most Clinton appointees had to hand in their resignations to the Bush Administration. Washington is now a city of many empty offices. The desks in these offices are now being covered with mail to be read and answered by yet-to-be-named new Bush appointees.

We will sorely miss Jolene Molitoris. Many things have been accomplished during her seven years as federal railroad administrator. She did more for rail safety than any FRA administrator in history ever did. Now there is no FRA administrator, just an empty desk.

Getting a new FRA administrator will take many months. First, the candidates will be interviewed from people recommended to the Bush Administration. You can bet that list will come from the names of Bush supporters. Just a note: the Bush transition team had representatives from Bush supporters, from people recommended to the Bush Administration.

After the person is selected, he or she will be required to fill out numerous forms. The questionnaire alone is almost 60 pages long. The Federal Railroad Safety Administration is about the only agency that does more for rail safety than any FRA administrator in history ever did. Now there is no FRA administrator, just an empty desk.

On the other hand, the Bush Administration’s public face has already been unveiled, and it is a mixed bag. The new Bush Administration’s public face is that of the United Transportation Union. I say the ball rolls in favor of the UTU. I say the ball rolls in favor of the Brotherhood of Locomotive Engineers (BLET). Some will say the ball rolls in favor of the Brotherhood of Locomotive Engineers. If the BLET is not a good choice, then the ball rolls in favor of the Brotherhood of Teamsters. The NMB has already been renamed the National Mediation Board.

Meanwhile, no one needs to spin the facts to divide the United Transportation Union’s intentions. Our aim is in our name.

A wake-up call for Congress

An issue making headlines in the 1980’s has gained new currency. We hope it reminds the 107th Congress that rust never sleeps.

Grabbing headlines in the UTU International’s own backyard, Cleveland-based LTV Steel, with 18,000 employees in Ohio, Indiana, Alabama and other states, filed for Chapter 11 bankruptcy on December 29, 2000. LTV had already idled one blast furnace a month earlier, laying off 500 workers. Affected were the members of UTU Local 1661 whose employer, the Cortahoga Valley Railroad, suddenly had little service to provide LTV. Perhaps less than 20% of members of Local 1661 at the River Terminal Railway where, for the time being, LTV operations continue.

What at first blush appears to be a local problem may soon be making headlines in a city near you. Just days after LTV sought bankruptcy protection, it closed a facility at Hoyt Lakes, Minn., affecting the lives of 1,000 working families. In fact, within the last two years, at least seven U.S. steel makers have filed for Chapter 11 bankruptcy.

These developments do not go unnoticed by UTU-represented employees on railroad servicing steel producers. The FRA estimated their numbers at 2,000. These workers are now afraid that the FRA will have to have 2,000 workers from the UTU’s Alternate Vice President East Dennis J. Schuler, general chairperson on the River Terminal Railway, all UTU members have reason to be alarmed.

Schuler notes that, ultimately, a chain reaction occurs, and what are now local problems soon affect the national economy. Nearly all involved with steel point a finger at the dumping of steel, whether it be direct, border, or sale below cost, of dirt-cheap foreign steel into the American market. Just as rust never sleeps, we hope the lawmakers of the 107th Congress are wide awake and aware of the events that heralded the beginning of the 21st century. The cities, industries, and people whose elections behind us and the seats won, the time for talk is over. It’s now time for action.

The lights are on, but nobody is home!
In this special four-page section of the February 2001 edition of the UTU News you will find rate tables, effective January 1, 2001, resulting from the application of a 12-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairperson if you have questions about these rates of pay.

### LOCOMOTIVE ENGINEERS (MOTORMEN) - PASSENGER SERVICE

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<th>WEIGHT ON DRIVERS (POUNDS)</th>
<th>DAILY RATES</th>
<th>MILEAGE RATES</th>
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<td>1,000,000 POUNDS AND OVER:</td>
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<td>OR EACH ADDITIONAL 50,000 POUNDS</td>
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<td>OR FRACTION THEREOF – ADD ALTERNATELY:</td>
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<td>MOTOR OR ELECTRIC CARS IN MULTIPLE OR SINGLE UNIT</td>
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### DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF $6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (IN ADDITION TO THE LOCAL FREIGHT DIFFERENTIAL IF APPLICABLE).

### STANDARDS BASIC AND MILEAGE RATES OF PAY

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<td>950,000 AND LESS THAN 1,000,000</td>
<td>$154.17</td>
<td>115.40¢</td>
</tr>
<tr>
<td>1,000,000 POUNDS AND OVER: OR EACH ADDITIONAL 50,000 POUNDS</td>
<td>$1.8</td>
<td>-18¢</td>
</tr>
<tr>
<td>OR FRACTION THEREOF – ADD:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DAILY EARNINGS MINIMUM** $152.32

**ARTICLE III(B) OF AGREEMENT OF OCTOBER 14, 1955**

**DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF $6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (IN ADDITION TO THE LOCAL FREIGHT DIFFERENTIAL IF APPLICABLE).**

**STANDARD BASIC DAILY RATES OF PAY**

**AS OF JANUARY 1, 2001**

**RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY WHICH WERE IN EFFECT DECEMBER 31, 2000**

**LOCOMOTIVE ENGINEERS (MOTORMEN) - YARD SERVICE**

<table>
<thead>
<tr>
<th>WEIGHT ON DRIVERS (POUNDS)</th>
<th>6 OR 7 DAY WORK WEEK</th>
<th>5 DAY WORK WEEK</th>
</tr>
</thead>
<tbody>
<tr>
<td>LESS THAN 500,000</td>
<td>$147.34</td>
<td>$160.86</td>
</tr>
<tr>
<td>500,000 AND LESS THAN 550,000</td>
<td>$147.65</td>
<td>$161.11</td>
</tr>
<tr>
<td>550,000 AND LESS THAN 600,000</td>
<td>$147.73</td>
<td>$161.33</td>
</tr>
<tr>
<td>600,000 AND LESS THAN 650,000</td>
<td>$147.91</td>
<td>$161.54</td>
</tr>
<tr>
<td>650,000 AND LESS THAN 700,000</td>
<td>$148.09</td>
<td>$161.76</td>
</tr>
<tr>
<td>700,000 AND LESS THAN 750,000</td>
<td>$148.27</td>
<td>$161.98</td>
</tr>
<tr>
<td>750,000 AND LESS THAN 800,000</td>
<td>$148.45</td>
<td>$162.19</td>
</tr>
<tr>
<td>800,000 AND LESS THAN 850,000</td>
<td>$148.63</td>
<td>$162.41</td>
</tr>
<tr>
<td>850,000 AND LESS THAN 900,000</td>
<td>$148.81</td>
<td>$162.62</td>
</tr>
<tr>
<td>900,000 AND LESS THAN 950,000</td>
<td>$148.99</td>
<td>$162.84</td>
</tr>
<tr>
<td>950,000 AND LESS THAN 1,000,000</td>
<td>$149.17</td>
<td>$163.06</td>
</tr>
<tr>
<td>1,000,000 POUNDS AND OVER: OR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF – ADD:</td>
<td>$1.8</td>
<td>$2.15</td>
</tr>
</tbody>
</table>

**DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN: ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF $6.00 PER BASIC DAY WILL BE ADDED TO THE ABOVE RATES.**
## UTU Rate Tables, Effective January 1, 2001

### Locomotive Firemen ( Helpers) - Passenger Service

<table>
<thead>
<tr>
<th>Weight on Drivers (Pounds)</th>
<th>Daily RATES</th>
<th>Mileage RATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Than 40,000</td>
<td>$131.08</td>
<td>98.45¢</td>
</tr>
<tr>
<td>40,000 and Less Than 50,000</td>
<td>$131.52</td>
<td>98.65¢</td>
</tr>
<tr>
<td>50,000 and Less Than 60,000</td>
<td>$131.80</td>
<td>98.84¢</td>
</tr>
<tr>
<td>60,000 and Less Than 70,000</td>
<td>$131.88</td>
<td>99.04¢</td>
</tr>
<tr>
<td>70,000 and Less Than 80,000</td>
<td>$132.06</td>
<td>99.12¢</td>
</tr>
<tr>
<td>80,000 and Less Than 90,000</td>
<td>$132.14</td>
<td>99.21¢</td>
</tr>
<tr>
<td>90,000 and Less Than 100,000</td>
<td>$132.18</td>
<td>99.24¢</td>
</tr>
<tr>
<td>100,000 and Less Than 110,000</td>
<td>$132.26</td>
<td>99.28¢</td>
</tr>
<tr>
<td>110,000 and Less Than 125,000</td>
<td>$132.32</td>
<td>99.31¢</td>
</tr>
<tr>
<td>125,000 and Less Than 150,000</td>
<td>$132.51</td>
<td>99.36¢</td>
</tr>
<tr>
<td>150,000 and Less Than 200,000</td>
<td>$132.79</td>
<td>99.43¢</td>
</tr>
</tbody>
</table>

### Locomotive Firemen ( Helpers) - Through Freight Service

<table>
<thead>
<tr>
<th>Weight on Drivers (Pounds)</th>
<th>Daily RATES</th>
<th>Mileage RATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Than 140,000</td>
<td>$180.00</td>
<td>103.27¢</td>
</tr>
<tr>
<td>140,000 and Less Than 200,000</td>
<td>$180.58</td>
<td>103.79¢</td>
</tr>
<tr>
<td>200,000 and Less Than 300,000</td>
<td>$181.02</td>
<td>104.23¢</td>
</tr>
<tr>
<td>300,000 and Less Than 500,000</td>
<td>$181.10</td>
<td>104.31¢</td>
</tr>
<tr>
<td>500,000 and Less Than 750,000</td>
<td>$181.28</td>
<td>104.60¢</td>
</tr>
<tr>
<td>750,000 and Less Than 1,000,000</td>
<td>$181.41</td>
<td>104.90¢</td>
</tr>
<tr>
<td>For Each Additional 50,000 Pounds OR Fraction Thereof - Add:</td>
<td>$0.16</td>
<td>.16¢</td>
</tr>
</tbody>
</table>

### Locomotive Firemen ( Helpers) - Yard Service, and Hostler and Hostler Helper

<table>
<thead>
<tr>
<th>Weight on Drivers (Pounds)</th>
<th>Daily RATES</th>
<th>Mileage RATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Than 40,000</td>
<td>$139.48</td>
<td>103.33¢</td>
</tr>
<tr>
<td>40,000 and Less Than 50,000</td>
<td>$139.58</td>
<td>103.61¢</td>
</tr>
<tr>
<td>50,000 and Less Than 60,000</td>
<td>$139.68</td>
<td>103.73¢</td>
</tr>
<tr>
<td>60,000 and Less Than 70,000</td>
<td>$139.78</td>
<td>103.85¢</td>
</tr>
<tr>
<td>70,000 and Less Than 80,000</td>
<td>$139.88</td>
<td>103.96¢</td>
</tr>
<tr>
<td>80,000 and Less Than 90,000</td>
<td>$139.98</td>
<td>104.07¢</td>
</tr>
<tr>
<td>90,000 and Less Than 100,000</td>
<td>$140.08</td>
<td>104.10¢</td>
</tr>
<tr>
<td>100,000 and Less Than 110,000</td>
<td>$140.18</td>
<td>104.12¢</td>
</tr>
<tr>
<td>110,000 and Less Than 125,000</td>
<td>$140.28</td>
<td>104.14¢</td>
</tr>
<tr>
<td>125,000 and Less Than 150,000</td>
<td>$140.38</td>
<td>104.16¢</td>
</tr>
<tr>
<td>150,000 and Less Than 200,000</td>
<td>$140.48</td>
<td>104.18¢</td>
</tr>
<tr>
<td>200,000 and Less Than 300,000</td>
<td>$140.58</td>
<td>104.20¢</td>
</tr>
</tbody>
</table>

### Conductor and Tramplain

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>Pay Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conductor</td>
<td>$140.65</td>
</tr>
<tr>
<td>Tramplain</td>
<td>$140.65</td>
</tr>
</tbody>
</table>

### Rates Including Car Scale Additives Provided by the Agreement of May 30, 1995

<table>
<thead>
<tr>
<th>Weight on Drivers (Pounds)</th>
<th>Daily RATES including Car Scale Additives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Than 580</td>
<td>$139.84</td>
</tr>
<tr>
<td>580 and Less Than 780</td>
<td>$139.91</td>
</tr>
<tr>
<td>780 and Less Than 900</td>
<td>$140.08</td>
</tr>
<tr>
<td>900 and Less Than 1,000</td>
<td>$140.26</td>
</tr>
<tr>
<td>1,000 and Less Than 1,200</td>
<td>$140.46</td>
</tr>
<tr>
<td>1,200 and Less Than 1,500</td>
<td>$140.65</td>
</tr>
<tr>
<td>Over 1,500</td>
<td>$140.85</td>
</tr>
</tbody>
</table>

### Through Freight Conductors

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>Pay Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic RATES</td>
<td>$138.09</td>
</tr>
<tr>
<td>PORTION THEREOF</td>
<td>$137.96</td>
</tr>
</tbody>
</table>

### Rates Including Car Scale Additives Provided by the Agreement of May 30, 1995

<table>
<thead>
<tr>
<th>Weight on Drivers (Pounds)</th>
<th>Daily RATES including Car Scale Additives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Than 600</td>
<td>$138.31</td>
</tr>
<tr>
<td>600 and Less Than 800</td>
<td>$138.36</td>
</tr>
<tr>
<td>800 and Less Than 1,000</td>
<td>$138.41</td>
</tr>
<tr>
<td>1,000 and Less Than 1,200</td>
<td>$138.46</td>
</tr>
<tr>
<td>1,200 and Less Than 1,500</td>
<td>$138.51</td>
</tr>
</tbody>
</table>

### Through Freight Brakeman and Flagman

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>Pay Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic RATES</td>
<td>$129.45</td>
</tr>
<tr>
<td>PORTION THEREOF</td>
<td>$129.29</td>
</tr>
</tbody>
</table>

### Rates Including Car Scale Additives Provided by the Agreement of May 30, 1995

<table>
<thead>
<tr>
<th>Weight on Drivers (Pounds)</th>
<th>Daily RATES including Car Scale Additives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Than 500</td>
<td>$128.66</td>
</tr>
<tr>
<td>500 and Less Than 700</td>
<td>$128.66</td>
</tr>
<tr>
<td>700 and Less Than 900</td>
<td>$128.66</td>
</tr>
<tr>
<td>900 and Less Than 1,100</td>
<td>$128.66</td>
</tr>
<tr>
<td>1,100 and Less Than 1,300</td>
<td>$128.66</td>
</tr>
<tr>
<td>Over 1,300</td>
<td>$128.66</td>
</tr>
</tbody>
</table>

### Minimum Daily Earnings

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>Pay Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conductor</td>
<td>$102.37</td>
</tr>
<tr>
<td>Brakeman/Flagman</td>
<td>$102.44</td>
</tr>
</tbody>
</table>

### Five Day Yard Service

<table>
<thead>
<tr>
<th>Type of Service</th>
<th>Pay Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yard Conductors (Foremen)</td>
<td>$154.68</td>
</tr>
<tr>
<td>Yard Brakeman (Helpers)</td>
<td>$147.76</td>
</tr>
</tbody>
</table>

In this special four-page section of the February 2001 edition of the UTU News you will find rate tables, effective January 1, 2001, resulting from the application of a 12-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairman if you have questions about these rates of pay.
STANDARD BASIC DAILY AND MILEAGE RATES OF PAY
AS OF JANUARY 1, 2001
RESULTING FROM THE APPLICATION OF A 12 CENTS PER HOUR
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY
WHICH WERE IN EFFECT DECEMBER 31, 2000

YARD CONDUCTOR (FOREMAN) RATES
as of January 1, 2001
Basic Day: $154.99
Pro-rata: Hour $19.3738 Overtime: Hour $29.0606
5-Minutes 1.6145 5-Minutes 2.4217

YARD BRAKEMAN (HELPER) RATES
as of January 1, 2001
Basic Day: $149.60
Pro-rata: Hour $18.5750 Overtime: Hour $27.8625
5-Minutes 1.5479 5-Minutes 2.3219

SWITCHTENDER RATES
as of January 1, 2001
Basic Day: $141.96
Pro-rata: Hour $17.7450 Overtime: Hour $26.6175
5-Minutes 1.4798 5-Minutes 2.2811

STANDARD DAILY RATES IN THROUGH FREIGHT WITHOUT A MILEAGE COMPONENT
FREIGHT CONDUCTORS AND TRAINMEN

Freight Conductors
Basic Rates:
- 81 to 105 cars: $132.70
- 106 to 125 cars: $133.10
- 126 to 145 cars: $133.35
- 146 to 165 cars: $133.45
- 166 cars and over: * * *

Ratings including car scale additives provided by the agreement of May 26, 1955:
- Less than 81 cars: $133.10
- 81 to 105 cars: $141.96
- 106 to 125 cars: $146.44
- 126 to 145 cars: $151.97
- 146 to 165 cars: $157.48
- 166 cars and over: * * *

* Add 2.5 cents for each additional block of 20 cars or portion thereof

** Applicable to Freight Conductors and Trainmen paid through Freight Rates who are without a Mileage Component in their Assignments and are therefore paid on a Daily Basis. Rates produced by Application of the Special Adjustment of $1.00 per Day Under Article 1, Section 7 of the January 27, 1972 Agreement and the applicable Cost-of-Living Allowance to Standard Basic Through Freight Rates of Pay.

*** Applicable Where Local Freight Rates are Paid to Conductors and Trainmen in Local Freight Service, or on Road Switchers, Routabout Runs, Nine Runs or in Other Miscellaneous Service, on Runs of 100 Miles or Less which are Therefore Paid on a Daily Basis without a Mileage Component. Rates produced by Application of the Standard Local Freight Differential of 12 Cents Per Basic Day for Conductors and 43 Cents Per Basic Day for Brakemen and Flagmen, the Special Increase of $4.00 Per Day Under Art. 6, Sec. 1(c) of the March 19, 1969 Agreement, Article II(c) of the July 17, 1968 Agreement and the Special Adjustment of $1.00 per Day Under Article I, Section 7 of the January 27, 1972 Agreement and the applicable Cost-of-Living Allowance to Standard Basic Through Freight Rates of Pay.

YARD BRAKEMAN (HELPER) RATES
as of January 1, 2001
Basic Day: $149.60
Pro-rata: Hour $18.5750 Overtime: Hour $27.8625
5-Minutes 1.5479 5-Minutes 2.3219

SWITCHTENDER RATES
as of January 1, 2001
Basic Day: $141.96
Pro-rata: Hour $17.7450 Overtime: Hour $26.6175
5-Minutes 1.4798 5-Minutes 2.2811
Voices: What hat should we seek from the 107th Congress?

Ron Koran
L-1594, Upper Darby, Pa.
“I’ve been a trolley operator for the Southeastern Pennsylvania Transportation Authority (SEPTA) for 21 years, and I’m the local president and one of three general chairperson. I think Congress should pay more attention to our trade issues. We shouldn’t be allowing more foreign businesses to dump their products on the American market. They should help promote the products we make here, and help us export them elsewhere. That builds up jobs and the economy, so working families can continue earning fair wages. That’s where our downfall’s going to be. Congress needs to be more concerned about our working families trying to make a better living.”

Mo Mawajdeh
L-1556, Bergenfield, N.J.
“I’ve been working since 1993 as a bus operator for Rockland Coaches. I would like Congress to more closely monitor our employers so we don’t have to work that hard using the Family Medical Leave Act. They should look at health care and the cost of prescription drugs, because these companies are taking advantage of us. They should pass a bill to protect people who lose their jobs due to health problems, and should make elections simpler and easier, especially for older people. I’m from overseas, but I think they should take a look at immigration. Too many people come here illegally and take jobs, but don’t pay their fair share of taxes.”

Rich Merical
L-867, Des Moines, Iowa
“I’m a conductor with 30 years of railroading behind me, starting on the Rock Island, then the Chicago & North Western and finally the Union Pacific, though I haven’t worked since Nov. 1999 due to a train accident. I think the top priority for Congress should be passing the 30/60 rail legislation that would allow earlier retirement. It’s a hard life on the rails. You don’t eat right, you don’t sleep right, and by the time you’re 62, it’s hard to be out and about all hours of the day and night, working on trains. I don’t know why these few senators had such a problem with it, I think all the organizations that were involved did a great job with it.”

Greg Whitaker
L-1413, Jersey City, N.J.
“I’m 51, with nearly 30 years as a conductor for the Port Authority Trans-Hudson Corp. (PATH). The Congress should be thinking about addressing the displacement of workers and offering retraining that will help workers get the money they need to make before they lost their jobs. They should take steps so the people who work hard and put things in order get to share in the economic gains. Congress needs to be concerned about human issues and working families’ issues. I think they should pass the 30/60 rail measure. But the fix is not to elect someone to do our work for us. We have to get involved in the issues that we feel passionate about.”

CSXT deal
Continued from page 1
Such workers will be paid $1,200 bi-weekly and retain their medical coverage.
Joining Little and Ward at a special ceremony in Jacksonville, Fla., were UTU General Chairpersons Larry Moody (L&N), John Hancock (SCL) and Terry Reed (B&O), who played integral roles in making the unique initiative a reality.
“Brothers Reed, Hancock and Moody, as well as CSXT General Chairpersons Randy Sar gent and Randy Pullen, are to be commended for their insight, perseverance and dedication to fellow UTU members in crafting this agreement,” said Little. “Their creative and cooperative approach benefits all concerned and serves as an example for the industry.”
Also on hand representing CSXT were Mike Nicoletti, assistant vice president-culture & employee relations; Al Crown, executive vice president-transportation; and Susan Hamilton, assistant vice president-labor relations.

Win on SEPTA
Continued from page 1
According to UTU Director of Strategic Planning John Nadalin, those deserving special recognition for their role in achieving victory include Local 61 President and Acting General Chairperson Earl Davis; Vice Chairpersons Paul Hutchinson, Darrel Jones, Ralph Vasquez and Vinnie Bove, and Local 61 Treasurer Richard Gallagher.
Nadalin also thanked rank-and-file members of Local 61 for their outstanding efforts, including Ivan Bright, Tony Comella, Tom Day Il, Vernon Gibson, Geoffrey Johnson, Glen Lockley, Patricia Riley, Jeanne Shoemaker, Marty Strom, Mike Szymanski, Karen Vick, Charlie Webb Jr. and Walt Wankowski.
Also playing a pivotal role in the election was Raymond E. Arenas, Port Authority Trans-Hudson Corp. (PATH) general chairperson and Local 1413 local chairperson, as well as PATH conductors Gregory Whitaker and Janette Walker-Warren, both members of Local 1413.
“We will continue to extend any and all support to our brothers and sisters working for SEPTA,” said Arenas.

Conductor
Continued from page 1
was traveling about 35 mph on an adjacent track, reportedly snared one of the backpack’s straps and Smith perished beneath the wheels of the locomotive.
According to reports, the NS engines’ headlight was on dim, and neither the bell nor whistle were being operated.
Local 586 President Larry Valentine says the carrier requires conductors to carry rule books, time tables, bulletins and track orders, and that “you could easily fill one bag with just paperwork.”
He said that, because of the time the carriers force employees to stay away from home, often for days at a time, most railroad operating employees are forced to carry at least two bags, “and some are giant bags.”
“The railroads require our people to carry too much stuff,” Florida State Legislative Director Carl Cochran commented.
Cochran also questioned whether Smith lost her balance because of unsafe footing. “The railroads have got to provide their employees with a safe place to work,” Cochran stressed. “We hear too often about unsafe railroad working conditions that are not corrected.”
As one observer noted, “One slip, one second, one mistake, one lapse, one misjudgment, one life.”
Smith leaves behind a husband, 15-year-old daughter and 10-year-old son. Her brother also works for CSX out of Willard.

Monthly winner
This month’s lucky winner of his choice of any item proudly displaying the UTU logo is James D. Duke of Local 1413, Atlanta, Ga., which represents workers on the Norfolk Southern. 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.
**Study sees poorer, sicker, older hit hardest by Medicare’s woes**

Medicare recipients will pay substantially more for health care in future years if the system isn’t changed, and those who are poorer, sicker and older will disproportionately absorb the rising costs, according to a recent study released by the Urban Institute.

The research group, based in Washington, D.C., said the average annual out-of-pocket cost for services not covered by Medicare is $3,142, an amount it expects to rise to $5,248 by 2025.

Challenges ahead for Medicare include health care costs that are increasing faster than income, a growing elderly population and inadequate funding, the report said. The Medicare population is expected to increase from about 40 million to 70 million in 2025.

The study said the rising costs of the program should not be shifted to beneficiaries.

**Retired former officers, chairperson dies**

Two retired former officers and a retired former general chairperson recently passed away, according to reports received at the UTU International.

Deceased are former Vice President George W. M. Candler, former Alternate Vice President-South Lloyd E. Mills, Jr., and former Union Pacific Western District general chairperson Harry M. Price.

Brother Candler, 80, a member of Local 1130, Toronto, Ont., began his career in 1945 as a brakeman on the Canadian National. A member of Brotherhood of Railroad Trainmen Lodge 759, he held a variety of posts, including general chairperson, and was appointed to a vice presidency by the BRT board of directors in 1966. He was re-elected to the post in 1968, and at the 1970 and 1975 UTU Conventions. He retired in December 1979.

Brother Mills, 59, a member of Local 48, Norfolk, Va., began his career in 1963 as a yard brakeman with the Norfolk & Western. At the 1991 UTU Convention, he became the first UTU local chairperson ever elected to an international alternate vice president’s position. He retained that position through 1996 and retired on a disability.

Brother Price, 86, a member of Local 78, Pocatello, Idaho, began his rail career in 1941 as a fireman on the Union Pacific, earning promotion to engineer in 1952. That year, he began serving as acting general chairperson, and then chairperson, for the Brotherhood of Locomotive Firemen & Enginemen, a position he retained at unification and held through 1973. He retired in 1976.

**SP, SF retirees meet at monthly luncheons**

Retirees from all crafts off the old Southern Pacific and Santa Fe railroads are invited to join those who meet on the last Tuesday of each month except December at the Elks Club in Bakersfield, Cal., according to Retiree Program member Raymond P. Robinett of Local 1380, Bakersfield, Cal.

The group shares a luncheon around 11 a.m., with speakers often in attendance.

For information, call Brother Robinett at (805) 922-0694, or write to him at 5412 Pembroke Lane, Bakersfield, CA 93305.
Get ready for the 2001 Regional Meetings!

The UTU/UTUIA Regional Meetings scheduled for this summer promise fraternalism, education and fun. Each Regional Meeting lasts a full three days, with the President’s Banquet on the evening of the third day. All those attending must be registered in order to attend any planned social functions. Children under 11 who are pre-registered will be complementary. Registration forms will be printed in the next edition of the UTU News. A completed registration form for each attendee, regardless of age, must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, seven days prior to the scheduled start of the meetings or they will be charged an additional fee for on-site registration, in addition to the normal registration fee.

One-day registrations also are being offered for those who would like to attend the Regional Meetings but can’t spare the time away from work or family.

One-day and three-day registration fees have yet to be determined; they will be announced in the next edition of the UTU News.

The Regional Meeting agenda also will be announced in an upcoming issue of the UTU News, along with details of the golf outings held the Sunday morning before the first day of the meetings.

You may cancel your Regional Meeting registration seven days prior to the first day of the meeting or the golf outing without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755.

Save on air fares

Members attending the Regional Meetings are urged to book flights early to take advantage of the discounts arranged by the UTU International. Savings of up to 15% are available if flights are booked 61 days before departure.

For flights to Greensboro, N.C., call U.S. Air at (877) 674-7687 and refer to file CV517966. For flights to Winnipeg, call (800) 361-7585 and refer to the code NYNQF. To fly aboard Air Canada, call (800) 361-7585 and refer to file CV517966.

Call the airlines between Monday and Friday, 7:30 a.m. to 7:30 p.m. A Saturday night stay is required to get the lowest fare.

Lifeline workers pledge to join UTU

SANTA CRUZ, Calif. – A new bargaining unit of transportation workers will likely join UTU Local 23 at Santa Cruz, Calif., soon, as their employer has opted to recognize the UTU as their authorized representative.

A majority of the employees at Liftline, a division of Food and Nutrition Services, Inc., in Santa Cruz, signed authorization cards last year requesting UTU representation.

At their first meeting, McFadden said he informed Storey that the company would recognize the UTU. Storey agreed to recognize the UTU without the election, but added he was concerned about the wording on the “A” cards that the employees signed.

“They knew what they were signing and attended the next board meeting to demonstrate that anything less than agreeing to tell them so. I also prepared an NLRB petition for election and had the company recognize the UTU without the election, but added he was concerned about the wording on the “A” cards that the employees signed.

He suggested that the employees may not have realized what they were signing and that the company was not recognizing the UTU without the election, but added he was concerned about the wording on the “A” cards that the employees signed.

“I would like to thank Chairperson McFadden and his committee for their effort in getting these employees recognized and for foregoing an election. I would also like to acknowledge Jim Hartford for his assistance to Local 23,” McNelis said.

Greetings from Germany

A group of active and retired UTU members on a recent UTU Travelers Club trip to Europe pause for a moment to be photographed in Wirtzburg, Germany. Space is still available on two upcoming trips for UTU members and their friends interested in being part of the fun. For more information, call UTU Travelers Club at (800) 280-7657, phone (440) 748-2777 from Canada or write to Lynn Wبدghal Tors, D15 Timber Edge Dr., N. Ridgeville, OH 44039, or send e-mail to lwتswph2@aol.com.
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*The information about the costs of the cards described is accurate as of 1/31/01. 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% for Prime Rate VISA and 13.9% for No Annual Fee VISA. The variable cash advance APR is currently 9% for Prime Rate VISA and 13.9% for No Annual Fee VISA. If you miss two consecutive payments, the default APR is the higher of 22.9% or a variable rate of Prime + 14.65%, currently 23.85%. Cash Advance Fee: 3% of advance amount. $5 minimum. Cash Equivalent Item Fee: 3% of advance amount. 3% of finance charge. Minimum Finance Charge: $5.00 in any month finance charge is imposed. There is at least a 25-day grace period on purchases if the balance is paid in full monthly.

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