**The Voice of Transportation Labor**

"This may be a good contract provision for BMWE members, and it's their right to make that decision, but the carriers need to understand that this approach to health and welfare costs is not acceptable to UTU members, and other organizations join us in that assessment." – UTU International President Byron A. Boyd, Jr.

**UTU, eight others reject health & welfare "pattern"**

CLEVELAND, Ohio - UTU International President Byron A. Boyd, Jr., and a coalition of rail labor leaders met last month with National Carriers' Conference Committee (NCCC) representatives to express concern about the carriers' perception of the health and welfare provisions in the tentative national contract negotiated by the Brotherhood of Maintenance of Way Employees (BMWE).

In particular, some rail labor leaders are taking exception to the fact that the railroads are considering the provisions a "pattern" for the industry.

"This may be a good contract provision for BMWE members, and it's their right to make that decision," said Boyd, "but the carriers need to understand that this approach to health and welfare costs is not acceptable to UTU members, and other organizations join us in that assessment."

In a letter to NCCC Chairman Robert Allen signed by Boyd and eight other rail labor leaders, the carriers were informed that "we absolutely reject the terms of the health & welfare "pattern".

**Senate gets retirement bill**

WASHINGTON, D.C. – Companion legislation to H.R. 1140, the Railroad Retirement and Survivors’ Improvement Act, labeled S. 697, has been introduced in the U.S. Senate by Sens. Orrin Hatch (R-Utah) and Max Baucus (D-Mont.).

If passed into law, the legislation would provide long-needed improvements in the surviving spouse benefit, full retirement annuity at age 60 with 30 years of service, elimination of artificial caps on benefits, vesting after five years instead of 10, and provisions that require the railroads to insure future fund solvency with future tax increases if necessary.

It is important that UTU members and their families contact as many members of the Senate and House as possible to push for passage of this important legislation.

**Members die in accidents**

CLEVELAND, Ohio - Two UTU members and a BLE member were killed recently in separate accidents.

A UTU-represented conductor and BLE engineer, both Union Pacific employees, were killed while deadheading from Houston to the Union Pacific terminal in Alexandria, La., in March.

The van in which they were riding slowed for a highway construction zone on Interstate 10, just east of Lake Charles, La., when it was rear-ended by an 18 wheeler. The van driver died the next day. Deramus was a member of UTU Local 293 at Houston, Tex. He joined the UTU in 1973. He lived in Conroe, Tex.

**UTU/BLE meet on BNSF safety**

CLEVELAND, Ohio - The UTU and the Brotherhood of Locomotive Engineers (BLE) were slated to attend a joint safety summit with management of the Burlington Northern Santa Fe Railway (BNSF) on April 30 in Kansas City, Mo., as this edition went to press.

The original call for the summit came from UTU International President Byron A. Boyd, Jr., on March 14. After BLE International President Edward Dubroski applauded the initiative, stating that "safe working conditions for operating employees, and indeed for all railroad workers, is an issue that must transcend rivalries between unions," Boyd proposed that the unions participate in the summit together.

"The very fact that we are working side-by-side at this safety summit says that the issue of safety for all locomotive engineers, conductors
Local 18, El Paso, Tex.

Members are hosting the UTU West Tex Mini-Regional Meeting on June 15 at the El Paso Airport Hilton, according to Sec. Treasurer George P. Micka. The free event begins at 9 a.m. and includes lunch and an evening dinner and dance for all members and their spouses in the region. On hand will be representatives from the Railroad Retirement Board, the Federal Railroad Administration, and various health and welfare providers. Reservations are required for the dinner and dance only. Make a reservation by calling (915) 532-1818 and leaving your name and local number, and indicate the number in your party who will attend.

Local 167, Albany, N.Y.

Officers representing TBI Airport Management Service employees were recently sworn in office at their first regular meeting by State Legislative Director Sam Nasca. Those taking the oath of office included Local Chairperson Ron Palka, Vice Chairperson (Parking Department) Phil Brin, Vice Chairperson (Building Maintenance) Paul Petraccia, Vice Chairperson (Custodial Services) Leon Ward, President James Salts, Vice President Ken Hoffman, Trustee Steve Sherman, Trustee Roberta Bogden, Insurance Representative Ed Gannay, and Secretary and Treasurer Deborah Hildbrandt.

Local 212, Albany, N.Y.

Members are setting up a fund to assist Brian Hotaling, a CSX employee who was seriously injured in a March when he was pinned between two rail cars. According to Vice General Chairperson (Yard) Rick Manell, efforts to save Hotaling’s left leg appear to be working, but many surgeries and long months of rehabilitation lie ahead. The local is also planning a benefit to aid Hotaling and his family. For information or to make a donation, contact Manell by calling (518) 281-6541 or by writing to him at 30 Tatsersall Lane, A, Ithaca, NY 14840-4031.

Local 281, Milwaukee, Wis.

Members working for Metra Milwaukee North Line and the commuter agency’s North Central Services offer their thanks and best wishes to Jack M. Cunningham, who retires this month with 36 years of service, said Sec.-Treas and Treasurer Lori A. Pawlucz. Cunningham, a longtime local chairperson, had been serving recently as acting general chairperson and was honored last December at an event hosted by Dedicated Legal Counsel Howie, Farina and Downes. “It’s been an honor to work with such a tremendous union man,” noted Gen. Chairperson Kevin J. King (GG-721).

Local 313, Grand Rapids, Mich.

Those involved in the presentation effort surrounding the SS City of Milwaukee, one of the last rail car ferries to work the Great Lakes, have planned to conduct a memorial service aboard the ship ferry on Memorial Day (May 28), according to George P. Micka IV.

Overdue decoration provides recognition

When Charles A. Richardson, Jr., talks about his experiences in Vietnam, glory is the last thing on his mind.

“Not a war hero,” said Richardson, a member of Local 338, Chattanooga, Tenn., and a conductor employed by the Norfolk Southern, “I did what I had to do to stay alive and get me and my buddies home.”

By the time he made it back to the states, he had received a number of medals and decorations, including those indicating National Defense Service, Vietnam Service with Two Bronze Stars, the Republic of Vietnam Campaign Medal with Device 1960, a 1 O’Bar, the Combat Infantry Badge, and recognition as a 2nd-Class Gunner (M60), Marksman (Rifle M-16) and Sharpshooter.

“I was drafted in October 1966, arrived in Vietnam in April 1967, and was back in the states in October 1968,” said Richardson, who turned 21 the day after he came home. “I was in Bravo Company 3rd Battalion, 128th Infantry Regiment (B3-12), Fourth Infantry Division.

“Our unit got pretty beat up,” said Richardson. “We were the hard-luck company.”

Though decorations were due, Richardson didn’t dwell on it, preferring instead to count his blessings and concentrate on making the transition back to civilian life.

“Less than 72 hours after I was drawing a bead on somebody to take his life, I was back in the states,” said Richardson. He received no debriefing, no counseling, and like many Vietnam vets, suffered indignities inflicted by an insensitive and divided public that sometimes called me a murdering baby killer.”

At a recent reunion, Richardson recognized someone he hadn’t seen in three decades. “It was John ‘Doc’ Sommer, who stiched me up after a battle in May 1967 known as the Nine Day War,” Richardson said. "He had become executive director of the American Legion in Washington, D.C. My wife asked if he could help me get my Purple Heart.”

With Sommer’s help, “missing” records suddenly began to materialize. Now, oversights are being rectified, and Richardson was recently presented with the Purple Heart.

Because of the records Sommer helped obtain, Richardson has also been awarded the Vietnam Gallantry Cross with Palm, the Civil Actions Honor Medal First Class, and the Presidential Unit Citation.

Richardson noted a reunion of reconnoissance and B3-12 Fourth Division members is planned for Memorial Day in Branson, Mo. Those interested can contact Richardson at 620 Wiley Ross Rd., Whitwell, TN 37397.

Local 404, Newark, Ohio

Members working for CSX recently decorated their crew room at Queenstown Yard in Cincinnati, Ohio, by hanging the August 1996 edition of the UTU News on the wall, displaying the headline Harassment, intimidation must stop. “We get some sort of harassment every day, yet for the last decade, safety continues to be a problem here,” an anonymous source said, noting that the addition to the decor has encouraged rail officials to “settle down.”

Local 771, Needles, Calif.

UTU members employed by BN SF who end up working out of N. edles, Cal., are reminded that they should take steps to transfer their memberships to Local 771, noted Local Chairperson and Legislative Representative M.N. Medley. To make the transfer, contact Local Secretary G.A. Davis using the drop box at the depot’s northwest door, by calling (760) 326-4700 or by writing to him at 1914 Rio Vista, N. edles, CA 92363. Be sure to let him know your name and Social Security number, and identify your current UTU local.

Local 773, Galveston, Tex.

BN SF conductors W.P. Bekkema and Local Secretary and Treasurer Richard D. Vasquez are planning a dinner-dance for all members and their spouses in the region. On hand will be representatives from B3-12 Fourth Division members is planned for Memorial Day in Branson, Mo. Those interested can contact Richardson at 620 Wiley Ross Rd., Whitwell, TN 37397.

Local 898, Boston, Mass.

Members working for Amtrak offer best wishes to Haverhill Line conductor Joseph G. MacEachern, who will officially retire on May 31, according to Roberta Ward. MacEachern has been described as having “a manner which is at all times calm and professional, yet filled with good humor.” Meanwhile, members recently held a party, a hockey game and a family skating event to raise assistance for conductor Pete White.

Local 1778, N. Vancouver, B.C.

The spring edition of the local newsletter, Meeting Point, is now available on the website shared with Local 1923 (Prince Gorge, B.C.), featuring pension information, news on fatigue, a new surprise, and more, said Sec.-Treasurer David Moorehouse. View the website at <http://www.utubc.com>.

Monthly winner

This month’s lucky winner of his choice of any item of apparel bearing the UTU logo is Bryan D. Brown of Local 383, N. ew Albany Ind., which represents workers on the Norfolk Southern Railroad. These items are awarded every month by random drawing as a show of appreciation to the many members who have been supportive of the UTU throughout the years.
News from UTU State Legislative Boards

Texas
A resolution recognizing the life-long efforts of the late UTU Designated Legal Counsel J. Donald Bowen on behalf of working people throughout the United States, handling some 450 claims a year as a longtime designated legal counsel for the United Transportation Union, and, W heres, The integrity, courage and loyalty Don Bowen displayed throughout his life, gained for him enormous respect and affection of his family, friends and associates, be it resolved that the House of Representatives of the 77th Texas Legislature hereby pay special tribute to the life of J. Donald Bowen and extend sincere sympathy to his family.

English said that he and Assistant Director Dava Antezburn worked closely with State House Speaker Pro-Tem Tom Uher to secure passage of the resolution.

Maryland
Legislative Director Larry Kaschcamp would like to remind all UTU members in Maryland that applications for the James E. Major Memorial Scholarship must be received at the Legislative Board office no later than June 1, 2001.

The four-year continuing scholarship provides a $50 subsidy to a UTU member or a spouse, step-child or grandchild enrolled at an accredited university, college or junior college for at least 12 hours per semester.

Applications or further information can be obtained from any officer of a UTU local in Maryland by writing to the state director's office at 1101 Transportation Union, MARYLAND State Legislative Board, 19262 Lower Constance Road, Franklin, VA 21535.

The winner will be chosen through a drawing held at the UTU Regional Meeting attended by the legislative board.

Virginia/West Virginia
The UTU and UTUIA will be sponsoring its 4th Annual Special Informational Seminar and Golf Fundraiser for members in Virginia and West Virginia on June 7 and 8, 2001, at the Airport Holiday Inn in Roanoke, Va.

UTU and UTUIA International representatives, general chairpersons, legislative directors and designated legal counsel will be in attendance, as will representatives from the Federal Railroad Administration and the Railroad Retirement Board.

UTUIA Local UTU-15 will sponsor the Golf Fundraiser at 8 a.m. on June 7 at the Country Club Golf Club to benefit the American Cancer Society.

Reservations for the golf fundraiser and for meals during the seminar should be made by calling 1-800-305-4265 no later than June 1 to provide the hotel and golf course with an accurate count for those participating.

Registration must be made directly with the Holiday Inn by calling 540-366-8861.

The UTU acknowledges the contributions of Designated Legal Counsel Francis Hajek, Lawrence Mann and Willard Moody for providing the golf luncheon and the hotel food and facilities.

Illinois
The Illinois Legislature, on April 19, adopted House Joint Resolution (HJR) 9 declaring the body's support for passage of the Railroad Retirement and Survivors Improvement Act of 2001.

According to UTU's Illinois State Legislative Director Joe Szabo, the resolution had earlier been approved unanimously by the state's House of Representatives and won adoption after gaining unanimous support in the Illinois Senate.

Joining together to co-sponsor the resolution were Senate President Pate Philip (R) and Senate Minority Leader Emil Jones (D).

The non-binding resolution, Szabo noted, declares the unanimous support of 118 state representatives and 59 state senators and urges the state's U.S. Congressional delegation and the President of the United States to support passage of the measure, identified as H.R. 1140 in the U.S. House of Representatives and S. 697 in the U.S. Senate.

"A assistant Director John Burner really put a lot of time and effort into getting HJR 9 adopted," Szabo said. "He deserves nothing but praise for lining up the support needed for this victory."

Bus Department
By Bernie McNelis

Yardmasters
By Don Carver

Remember those who fought before

I recently thought about the many people in the early days who were outspoken supporters of labor unions but who are basically unknown to most of us. I thought I would give a brief summary of a couple of individuals who have worked hard in support of labor unions.

Sidney Hillman migrated to the United States from Lithuania in 1907. He was a garment worker who ultimately became president of the Amalgamated Clothing Workers. He was also one of the founders of the American Federation of Labor (AFL-CIO). He was active in politics and knew the importance of political action committees; he was a strong believer in PACS and knew the advantage of PAC in politics. Mr. Hillman had strong support from President Franklin Roosevelt in his efforts on behalf of labor. He also helped create the World Federation of Trade Unions.

Richard T. Ely was an American economist and one of the most influential teachers of his time. Mr. Ely wrote a book in 1905 titled "Studies in the Evolution of Industrial Society" in which he placed emphasis on how labor unions play an important role in the economy. Mr. Ely was a strong believer that the public should be in control of resources. He fought against child labor and was involved in the development of labor unions.

It is amazing how many important individuals in the latter part of the 1800s and early 1900s felt labor unions should play an important role in our society, politics and business, yet to this day we have so many who fight not only to keep unions out of politics, but to put unions out of business.

I always remember: In unity there is strength.

UTU welcomes URSA members

The UTU, following the principles of Eugene Debs, has become the National Mediation Board (NMB) certified representative for the craft of mechanical supervisors in the former Connell Shared A sects areas.

The United Railway Supervisors Association (URSA) represented the mechanical and maintenance of way supervisors on the former Conrail. Mechanical and maintenance-of-way supervisors who transferred to CSX Transportation and Norfolk Southern lost their union status because these classes of employees are not unionized at both carriers.

URSA General Chairman A. n. N. Smith and the mechanical supervisors were determined to remain union employees. The UTU's strong and proactive leadership in the rail industry made the difference. UTU General Chairperson James R. Cumby and Vice General Chairperson Ronald C. Kraszewski have worked closely with Brother Smith, the UTU leadership and the NMB to secure the approval for a merger with the UTU.

The mechanical supervisors are employed in three Shared A sects areas: South Philadelphia, North Jersey and the Detroit terminal area. They are now members of GO-342 and represented by Cumby. He will be assisted by Vice General Chairperson-Mechanical Supervisors A. n. N. Smith (1949), who is also local chairperson for North Jersey area. Local Chairperson Dan Maslow (1962) in the Detroit area, and Local Chairperson Roger W. Rinfret (1949) in the South Jersey/Philadelphia area.

We welcome these new members into the UTU family. Brothers Cumby, Smith, and Kraszewski are to be commended for their hard work and unwavering determination, which culminated in a successful merger of forces.
Shortline employees vital to this union

We live in an ever-changing world. In order to be effective as a union, we must update our culture and our attitudes. If we do not, we will fight the wrong fights, or fight for benefits that no longer matter.

One of the areas we must examine is our position on shortline railroads. We have always had shortlines. In fact, shortlines are the way that every major system started. They built track, then were bought or merged with other railroads. Shortlines only became a thorn in our side after the 1984 Staggers Act that allowed railroads to roll back critical workplace protections, are unlikely to follow Canada's lead anytime soon. But UTU members can take pride in knowing that every day of the year, the UTU remains dedicated to the "fight for the living," pressuring its safety initiatives at all levels.

Making progress daily

The news is that we appear to be making progress on our national rail labor contract, and our Railroad Retirement reform initiative is gaining momentum in both the House and the Senate. If this sounds like something you've read or heard before, chalk it up to the basic nature of "progress." Real progress doesn't result from a quick fix and make no mistake, real progress is our aim in both of these endeavors.

We know any contract that doesn't put an end to the pre- and post-'85 discrepancies in the workplace is unacceptable. It's worth the investment of time now to make this fix.

Similarly, as our retirement initiative makes its way through the legislature, we will remain focused on our goals. As amendments and substitutions are proposed, we will take the time needed to bring the measure back on track.

The time we take now getting it right will benefit everyone.

In each case, time will prove to be one of the key ingredients of true progress.

By spending the time, we'll get what we need.

We are working on moving forward with a national rail contract proposal that eliminates entry rates and pre- and post-'85 differences, one that is economically superior to the latest proposal put out by another union.

By investing the time, the UTU has led the way in health and welfare matters, starting or playing a major role in the creation of the board that doesn't put

There's a tremendous effort going on in Washington, D.C., to get this legislation passed in this session of Congress. I can't say enough about the great work and the enormous amount of time being put into this effort by our legislative team led by James Brunkenhoefer.

Your time, too, continues to play a major role in our progress with this initiative.

Not just for the folks who will retire, but for their surviving spouses, we all need to take the time to write the letters and make the calls needed to keep up the pressure for passage of this important legislation.

In each of these endeavors, there's simply no substitute for an investment of time.

And with an investment of just a bit more time, we will all reap incredible rewards.
Merger set between Wisconsin Central, CN

ROSEMONT, Ill. - Wisconsin Central Transportation Corporation stockholders have approved a merger between WCTC and a subsidiary of Canadian National Railway Company (CN).

That's bad news for about 250 workers, whose jobs would be eliminated if the consolidation is approved by authorities.

Most of Wisconsin Central's job cuts will occur in the first year at the company's Rosemont, Ill., headquarters. A nother 70 jobs at a maintenance facility in St. Paul, Minn., will also be eliminated. An 11-station-related functions for the rail line will move to Fond du Lac, Wis., where a large shop already exists. The merged company also plans to eliminate 25 jobs in Fond du Lac.

The merged company's operating plan says there will be a need for fewer rail cars and fewer locomotives than the Wisconsin Central currently operates. Canadian National has a newer fleet, so officials plan to get rid of about 15,000 older rail cars and 87 locomotives, according to reports.

WCTC also announced a plan to realign its Northstar Route, a 180-mile line that serves a number of suburban Chicago communities. Most of the jobs lost will be in the area of transportation services manager for a major rail tour company, and a member of the UTU's mobile education and training committee.

FEEDBACK

A passenger rail service rejuvenation is taking place across the U.S. Many passenger rail corridors have long-term plans for implementation of high-speed service with Acela Express-style equipment. However, one must question whether existing ridership is being alienated by poor headways, slow running times, and ill-maintained equipment. Will any passengers be left to ride the proposed high-speed services? Will the freight railroads even allow high-speed service to operate? We believe incremental improvements made to prime corridors for eventual high-speed service will result in an increase in revenue and overall customer satisfaction.

In the early 1990s, Seattle-to-Portland Amtrak trains featured running times considerably slower than a car trip on parallel Interstate 5. State and local leaders made the decision to bring the service up to high-speed standards. However, administrators soon realized this could take up to 20 years and cost billions of dollars. Washington State Department of Transportation officials and others in the Northwest decided to take an incremental approach. Today, Talgo Cascades trainsets, with dramatically improved technology and customer satisfaction, are in service. Ridership has increased 69% since the Cascades began service.

Many passenger rail corridors have long-term plans for implementation of high-speed service. Thruway buses and Mail & Express haulsage would be an alternative to running trains. A high-speed service will result in an increase in revenue and overall customer satisfaction. States could charter regional compacts to increase train frequency and purchase new equipment, using TEA-21, CMAQ (Congestion Mitigation Air Quality Improvement) and other state and federal funds. These contracts could be outgrowths of current programs like the Midwest Regional Rail Initiative.

Here's an example: The New York-to-Philadelphia portion of Amtrak's Northeast Corridor features Clocker trains that provide local commuter service. The Pennsylvania Railroad introduced Clockers in the 1950s on an hourly schedule. Today, Amtrak's nine daily Clockers, which use Acela equipment, could be upgraded to provide service to New York and Philadelphia, along with the existing service. The trains could be run on Amtrak-owned tracks instead of via Metra's system, and customers would be routed through the schedules of the Northeast Direct and Acela corridors.
**Schedule set for Regional Meetings**

Here is a listing of workshops and other events scheduled for the upcoming UTU UTUA Regional Meeting in Greensboro, N.C. (Most of the workshops and activities will be repeated in Winnipeg through the conference week for additional workshops especially for Canadian UTU members):

**Sunday, June 24, 2001**

10 a.m.–4 p.m.: Registration
6:30 p.m.–8:30 p.m.: Welcoming reception, with cocktails, hors d’oeuvres and entertainment

**Monday, June 25, 2001**

7 a.m.–4 p.m.: Registration
8:30 a.m.–10 a.m.: State of the Union Address
7 a.m.–4 p.m.: Monday, June 25, 2001
Welcoming reception, with Edythe M. Walter, president, UTU Auxiliary; Michael Easley, governor of North Carolina.

7 p.m.–9 p.m.: “Becoming An Effective Advocate” bus workshop. Processing grievances and arbitration review in support of grievances, presented by Assistant General Counsel Dan Elliott; internal organizing and communication with members, presented by Director of Strategic Planning John Nadalin.

6 p.m.–7 p.m.: Dinner/Dance, with guest speaker North Carolina Secretary of State Elaine Marshall.

11:00–1:30 p.m.: “Power Brake Regulations,” Jim Wilson, Federal Railroad Administration representative, will present a review of the new power brake regulations anticipated to become effective in Fall 2001.

11:00 a.m.–2 p.m.: “Rules/Rules No Rules,” Special presentation by UTU General Counsel Clinton J. Miller, III and UTU Human Resources Coordinator Ray Cunningham. This is a continuation of a series of local chairpersons workshops with emphasis on effective local representation during formal railroad disciplinary investigations. Panel members in Greensboro: Charles P. Fischbach, arbitrator, L.S. Young, attorney.

**Tuesday, June 26, 2001**

7 a.m.–4 p.m.: Registration
8 a.m.–9 a.m.: “Rules/Rules No Rules.” Special presentation by UTU General Counsel Clinton J. Miller, III and UTU Human Resources Coordinator Ray Cunningham. This is a continuation of a series of local chairpersons workshops with emphasis on effective local representation during formal railroad disciplinary investigations. Panel members in Greensboro: Charles P. Fischbach, arbitrator, L.S. Young, attorney.

11:00–1:30 p.m.: “How to conduct successful contract negotiations. How to prepare witnesses and cross examine witnesses for the desired results.”

10 a.m.–3:30 p.m.: UTU Auxiliary Tour “Exploring Old Salem.” (See details this page.) Pre-registration for the UTU Auxiliary Tour is required to ensure that space is reserved.

**Wednesday, June 27, 2001**

7 a.m.–11:30 a.m.: Registration
8:30 a.m.–5 p.m.: “Secretary/Treasurer Recap and Review.” A review of the responsibilities of a secretary/treasurer, with questions concerning the operation and application of WinStabs 2001.

8 a.m.–10 a.m.: “How the Role of the FRA and NTSB Positively Affect Our Lives.” George Gasulda, deputy FRA administrator, and Jo Straus, associate director of the National Transportation Safety Board’s Railroad Division, discuss the role of the FRA and NTSB in effecting the rail industry and the employee.

1:30 p.m.–3 p.m.: “Effective Local Leadership.” Director of Strategic Planning John Nadalin will discuss methods to improve the leadership and effectiveness of the local officer.

6 p.m.–7 p.m.: “How Arbitration Works” bus workshop. Overview of the arbitration process pursuant to the National Labor Relations Act.

10:15 a.m.–11:30 a.m.: “Designated Legal Counsel Forum.” The Federal Employers’ Liability Act and how it benefits the rail employee.

Noon–1:30 p.m.: Luntch, with guest speaker North Carolina Secretary of State Elaine Marshall.

1:30 p.m.–3 p.m.: “New Power Brake Regulations.” Jim Wilson, Federal Railroad Administration representative, will present a review of the new power brake regulations anticipated to become effective in Fall 2001.

1:30 p.m.–3 p.m.: “How Transportation Stocks Affect You.” Tony Hatch, NYSE stock analyst, will present a unique perspective on how UTU members should invest in transportation stocks. The stock market will be explored, with simple analysis on how investors value the railroad and rail services.

1:30 p.m.–3 p.m.: "Engineer Certification," John Conklin, Federal Railroad Administration representative, will hold a discussion of changes in the locomotive engineer certification regulations.

1:30 p.m.–3 p.m.: "Think Before You Drink: Alcohol and Drug Regulations." An overview of the changes in the alcohol and drug regulations that become effective August 21, 2000. Panel members in Greensboro: Nebraska State Legislative Director E.L. Linesweber; Designated Legal Counsel Larry Mann.

1:30 p.m.–3 p.m.: “Health and Welfare Forum. Representatives of the health and welfare providers will present an overview of the benefits of the respective plans, and will answer general questions.

3:15 p.m.–5 p.m.: “Railroad Retirement Presentation.”" Wayne Shumak, chief of compensation and employers’ service at the Railroad Retirement Board, will discuss CT-1 reporting requirements.

6 p.m.–7 p.m.: Cocktails, hors d’oeuvres and entertainment.

7 p.m.–President’s Banquet

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**UTU Auxiliary offers tours**

The UTU Auxiliary will offer tours of local attractions at both the Greensboro and Winston-Salem Regional Meetings. A tour coordinator, along with a local family member, will be available for groups on a pre-arranged basis. Space is limited. Those planning on attending the tour must pre-register by checking the appropriate box on the registration form.

In Greensboro, the UTU Auxiliary tour will take place on Tuesday, June 26, 2001. Participants will board buses at the host hotel and travel to the faithfully restored Old Salem, founded in 1766. Those taking the tour will be able to walk streets virtually unchanged in 200 years and see costumed interpreters re-enact how ordinary people lived, worked and worshiped. Lunch will be at the Old Salem Tavern.

In Winston, on Tuesday, July 24, 2001, participants will travel from the host hotel by motorcoach to enjoy a paddlewheel boat tour to Lower Fort Gary National Historic Park, a restored 1830’s trading post situated on the Yadkin River, where early modern voyagers rendezvous with ordinary people, lived, worked, and worshiped.

**Lunch**

6 p.m.–7 p.m.: “All Politics Are Local” panel discussion. The Electrifying Sounds of Liquid Pleasure.

7 p.m.–Midnight: Dinner/Dance, with entertainment, in Greensboro by The Always Exciting Kenny Mann and The Electrifying Sounds of Liquid Pleasure.
Register now for the Regional Meetings!

The UTU/UTUIA Regional Meetings are scheduled for this summer, offering a range of activities and events. The meetings are held in various locations across the United States and Canada, providing opportunities for education, fun, and networking.

**Hotel Information**
- **Sheraton Winnipeg Hotel**
  - Reservation deadline: June 19, 2001
  - Reservation code: UTU
  - Hotel direct reservations: (800) 665-0569
  - Address: 350 St. Mary Ave., Winnipeg, Manitoba R3C3J2
  - Note: A pre-registration form and payment of $125 per person (U.S. currency) are required for each pre-registered attendee.

- **Regional Meeting**
  - Address: 190 Smith St., Winnipeg, Manitoba R3C1J8
  - Hotel direct reservations: (800) 463-6400
  - Note: There is a one-day registration fee of $175 for those who would like to attend the Regional Meeting but can't spare the time away from work or family. The cost of a one-day registration for any day is $60.

- **Delta Winnipeg Hotel**
  - Reservation deadline: May 20, 2001
  - Reservation code: UTU
  - Hotel direct reservations: (800) 242-6556
  - Address: 190 Smith St., Winnipeg, Manitoba R3C1J8

- **Place Louis Riel All-Suite Hotel**
  - Reservation deadline: June 19, 2001
  - Reservation code: UTU
  - Address: 350 St. Mary Ave., Winnipeg, Manitoba R3C3J2

- **Grandover Golf Course, 1000 Club Road, Greensboro, N.C.**
  - Hotel direct reservations: (800) 242-6556
  - Address: 190 Smith St., Winnipeg, Manitoba R3C1J8

**Golf outings at Regional Meetings**

- **Winnipeg**
  - Delta Winnipeg Hotel (host hotel)
    - Parking: Free, self parking

- **Greensboro**
  - Grandover Golf Course, 1000 Club Road, Greensboro, N.C.
    - Parking: $25 per day

**Registration Options**
- **On-site registration** will be available at the meeting site for a full refund without penalty. Changes or cancellations must be made immediately to the UTU International Headquarters.
- **Pre-registration** is recommended to ensure a smooth registration process and to help the organizers plan more accurately.

**Payment Options**
- **Check/Money Order (U.S. funds only)**
- **Credit Card (please indicate type):**
  - Visa
  - MasterCard

**Guest Registration**
- Children 11 years and under will be complimentary.

**Additional Information**
- The UTU/UTUIA Regional Meetings are scheduled for this summer and promise a variety of activities, including golf outings, social events, and educational sessions.

**Register now!**
- To register, fill out the registration form provided and follow the instructions on the form. Each pre-registered attendee will be charged a $50 penalty fee if the registration is not received by the deadline.

**Contact Information**
- UTU International Headquarters: 14600 Detroit Ave., Cleveland, OH 44107
- Phone: (216) 228-5755
- Fax: (216) 228-5755
- Email: info@utu.org

**About UTU News**
- UTU News is the official newsletter of the UTU/UTUIA, providing members with the latest news and updates on union activities and events.

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UTU Regional Meeting Registration Form

Registering before the Regional Meetings speeds up procedures at the meeting site, helping organizers plan more accurately, and saves on meeting costs. These savings are being passed on to each pre-registered attendee.

Each person attending the Regional Meeting, including family members and guests, must register in order to attend any planned social functions. Pre-registration fees are $125 per person (U.S. currency), and Canadian currency will NOT be accepted. If you have any questions, contact your checking or banking institution.

Forms and payments must be received 10 days prior to the Regional Meeting. On-site registration will be $175 per person (U.S.).

Which Regional Meeting will you be attending? □ Greensboro □ Winnipeg

**Member Registration**
- Name
- Address
- City/State/ZIP
- Home Address
- Hotel Direct Reservations: (800) 665-0569
- reservation deadline: June 19, 2001

**Spouse Registration**
- Name
- Address
- City/State/ZIP
- Relationship to member

**Child Registration**
- Child name
- Age
- Handicap

**Guest Registration**
- Guest name
- Address
- City/State/ZIP
- Relationship to member

**Golf Registration**
- Name
- Handicap
  - Yes
  - No

Golf fees are $80 per golfer (include in total payment)

**Payment Options**
- Check/Money Order (U.S. funds only)
- Credit Card (please indicate type):
  - Visa
  - MasterCard

**Check/Money Order (U.S. funds only)**

**Credit Card (please indicate type):**

**Form Information**
- Pre-registration fees are $125 per person (U.S. currency), including $250 for each child under age 11.

**Notice of Cancellation**
- Notice of cancellation of your Regional Meeting attendance or golf tournament participation must be received at the UTU International Headquarters 10 days prior to the first day of the Regional Meeting for a full refund without penalty. Changes or cancellations must be made immediately to the UTU International Headquarters.

**Penalty**
- If a change is received less than 10 days prior to the scheduled start of the meetings or attendees will be charged a $50 penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters.

**Registration Deadlines**
- June 25-27, 2001, Greensboro, N.C.
- July 23-25, 2001, Winnipeg, Manitoba

**Hotel Reservations**
- Always make hotel reservations early to ensure availability.

**Golf Outings**
- Register for the golf outings in the space provided on the registration form. Be sure to include your golf fee with your registration fee.

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**News**

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Health/welfare

Continued from page 1
and welfare provisions" in the tentative BM WE contract "as a basis for productive discussions or peaceful settlement of our outstanding Section 6 notices on health and welfare."

In their letter to Allen, the leaders noted that the agreement calls for contributions by employees to increase almost 500% from the current average of $4.49 a month to $41.88 a month in July 2001.

Employee contributions would continue to increase each year under provisions of the proposed BM WE contract, rising about 2000% by July 2004, when monthly contributions would total a projected $176.81.

"During the contract period," the letter noted, "employees would pay $4,000 toward health care premiums. That is in addition to the co-pays and deductibles they already pay. By 2004, the annual employee contribution would exceed $2000 a year. And under the agreement, prescription drug co-pays would more than double."

According to reports, BM WE had faced carrier demands for massive rule concessions, and in reaching a tentative pact, the carriers withdrew all their rule demands.

"Our intention is not to criticize the BM WE tentative contract," Boyd emphasized. "Only BM WE members should decide if fair trade-offs have been negotiated and if these provisions represent a pattern that can be applied to our negotiations."

Joining Boyd in signing the letter were Transportation Communications International Union President Robert A. Scardelletti; Brotherhood of Railroad Signalmen president W.D. Pickett; Transportation International Association of Machinists General Vice President Robert Robb; and the Operational Brotherhood of Electrical Workers Railroad Department Director Dan L. Davis; American Train Dispatchers President F. Leo McCann; Transport Workers Union of America President Sonny Hall; International Association of Sheet Metal Workers Director of Railroad Division Roger C. Sullivan; and Service Employees International Union’s National Conference of Firemen and Oilers President George J. Francisco, Jr.

"We believe the UTU has led the way in health and welfare issues," Boyd said. "We have a separate plan and trust from the other unions, and as such, we have already seen savings in our effort to deal with rising health and welfare costs. The cost-shifting mechanism in the BM WE proposal is simply unacceptable to the UTU."

Rail retirement

Continued from page 1
For those lawmakers who are not already sponsors of S. 697 and H.R. 1140, please encourage them to support this legislation. For those who have already sponsored S. 697 and H.R. 1140 in the House, please express your thanks. This is something that they very seldom hear and a show of appreciation will be most helpful to your cause.

The complete list of co-sponsors of this legislation can be found on the UTU website at www.utu.org.

The coalition of labor organizations promoting this measure has a tentative "mark-up" date of M ay 16 to follow the same procedure in the full House Transportation and Infrastructure Committee. There are no dates yet for action in the Ways and Means Committee, although action could come as early as June.

"It appears that the Senate Finance Committee will be the sole committee handling this legislation," National Legislative Director James Brunkenhoefer said. "A thorough committee review is needed, it is expected that they will waive their jurisdiction in order to allow the bill to move as expeditiously as possible."

"We still have not received word from the White House as to President George W. Bush’s position, but we do understand that there are discussions going on there between staff members who support this legislation and those who oppose it," Brunkenhoefer said.

"Once again, across the board, we have gotten solid support from the Democrats, both in the House and in the Senate. The Republicans in the House appear to be supporting our efforts in significant numbers and we have received important support among the Republican leadership in that body. Unfortunately, we still have a small, dedicated minority of the Republicans in the U.S. House who remain opposed," the UTU officer noted.

"We have had numerous speed bumps in the past and we will have numerous speed bumps in the future. If everyone remains as decided and works as hard as we did last year, progress will be made."

"Once again, please contact your senators and representative during the coming weeks so that we may achieve all of our goals," Brunkenhoefer said.

Safety summit

Continued from page 1
and trainmen bonds us all deeply together," said Dubroski. "I think BNSF knows how serious this is because they will be sitting across from both the BLE and UTU together."

"By working together we can accomplish twice as much for our members when it comes to safety," said Boyd. "I intend to begin setting things straight on the BNSF."

In a joint letter to BNSF President & CEO Matthew K. Rose, the leaders of both unions expressed concern over the unusually high number of accidents, injuries and fatalities suffered by train crew members on the BNSF property in recent months.

"We are in agreement that focusing first on safety and an effective safety process will create a safer workplace for our members and your employees," wrote Dubroski and Boyd. "We are also in agreement that centering on past individual incidents would be unproductive in addressing our mutual interests. Past incidents can only be useful in what they tell us about what is needed to satisfy those interests."

Invited to the safety summit were top officers of all three organizations, in addition to UTU and BLE general chairmen and state legislative officers.

"We are always willing to talk about safety and working conditions at BNSF, and it seems to me that this type of dialogue could be beneficial," Rose wrote in response.

Commenting on tensions between the two unions, which reached a fever pitch in the past three years, UTU President Boyd characterized the safety summit as "a new beginning between the BLE and UTU."

"We should seize upon this opportunity, and others that are sure to come about in the coming months, to mutually advance the causes of our memberships," said BLE President Dubroski.

BNSF safety practices have come under national media scrutiny in recent weeks, following the derailment of an Amtrak train in Iowa on March 18, which caused one death and more than 90 injuries.

Fifteen carson BNSF freight train derailed near Stanton, Iowa, on Dec. 13, apparently because a weld or a piece of a switch failed, causing a train wheel to go off the track and derailing the cars.

A March 3 switching accident on the Burlington Northern in Willmar, Minn., claimed the life of a switchman, UTU Local 1000 member Terry Weyh.

Members die

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St. Marie was a member of BLE Division 366 in Houston, Texas. He joined the BLE on Sept. 1, 1980, as an engineer for the old Southern Pacific. He was Chaplain of Division 366 from 1997-2000.

W.E. "Bill" Dyer, a Burlington Northern Santa Fe conductor and member of Local 949 at Sherman, Tex., was killed early on the morning of April 9, 2001, in a switching accident at a rock quarry.

Dyer was riding the side of a gondola car when he was squeezed up against another railroad car. He called on the radio to the engineer, who backed the train away, releasing Dyer. While waiting for the ambulance, Dyer died in the engineer's arms.

He was 36 years old and had worked on the railroad for four years. He leaves a wife, Darlene, and three young daughters, the youngest two months old.

Local Chairperson T.W. Johnson said the accident happened at a plant that is an accident waiting to happen, with bad switch targets, unstable footing, insufficient lighting and standing water. "It's a constant battle with the carrier all the time," Johnson said. "If we don't get hold of this railroad and get them set straight, I don't know what we are going to do."

Local President John Vest echoed Johnson's sentiments. "I believe the atmosphere that the BNSF has created in the work place played a direct part in this accident. All employees are scrutinized to a point that they are not focused on the job at hand. We are all working longer hours, and the employees on call are suffering from fatigue or an account of poor lineups."

"Let's not let this terrible tragedy go in vain," he added, noting that Dyer's untimely passing will be the subject of discussion at the UTU BLE safety summit with the carrier.
UnitedHealthcare announces changes to GA-23111

Cleveland, Ohio - At recent meetings with the railway labor organizations constituting the policyholder under GA-23111, a detailed study of the premium and benefit payments under the various plans was made. It was agreed that the following payment rate changes would be made for coverage effective June 1, 2001.

**Plan A**
- The monthly payment rate for Plan A will remain at $6 for employee coverage and $7 for dependent coverage.

**Plan B**
- The monthly payment rate for Plan B will remain at $16.

**Plan C**
- Due to the rise in the cost of medical treatment caused by inflation, plus the additional utilization of medical care services, changes in the monthly payment rates for coverage effective June 1, 2001, will be as follows:
  - Plan C for employees or dependents increases from $285 to $295;
  - Plan C for each student child remains at $50;
  - Plan C for each incapacitated child increases from $130 to $140.

**Plan D**
- The amounts paid under Plan D for prescription drugs represent about 50% of all costs under Plan D. Prescription drug costs and their use continue to increase at a rate of about 20% each year with a similar trend expected for the next year. Due to the continuing increases in these costs, including the cost for medical services covered under Plan D, the monthly payment rate for coverage will increase from $100 to $225.
- Individuals participating in Plan D cannot change their coverage to Plan F until the next open enrollment period in December 2002.

**Plan E**
- The monthly payment rate for Plan E will increase from $103 to $120. This increase is due to recent increases in claim activity under this plan.

**Plan F**
- Plan F has benefits identical to Plan D except that it does not cover prescription drugs. The monthly payment rate for Plan F will increase from $102 to $110.
- Individuals participating in Plan F cannot change their coverage to Plan D until the next open enrollment period in December 2002.

Complete details of GA-23111 eligibility and benefit provisions are contained in the GA-23111 benefits booklet, which can be obtained by calling UnitedHealthcare toll-free at (800) 809-0453.
Retiree serves as licensed bear guide

Merv H. Rinta

A sk retired member Merv H. Rinta what a bear does in the woods, and he'll tell you. A licensed bear guide, it's his job to know these things as he leads groups of hunters each autumn into the woods around Sudbury, Ontario.

"It's really just a part-time business," Rinta said. "I'm also a fur trapper, and I trap 'bat' fish, mostly minnows, that I sell to different dealers."

Living 350 miles north of Toronto, Rinta describes Sudbury as an "isolated area." Getting to his camp is best done on all-terrain four-wheelers, though Rinta often relies on his snowmobile or his airplane.

For Rinta, becoming a bear guide was simply a natural progression. "I grew up hunting with my grandfather, who ran a dairy farm," said Rinta. "I became a licensed fur trapper, and as such, I was permitted to kill one bear a year. Today, a license is required to hunt bear, but you have to hunt through a licensed bear guide. But there's no limit to the kills because we've got so many bears."

The business began 24 years ago when Rinta placed an ad in Field and Stream magazine. "I ended up taking two people hunting," he said. "Through word-of-mouth, it wasn't long before I was taking 25 people out in the spring and 25 in the fall. About three years ago, they cut out the spring hunt bear." Rinta sets up camp, does all the cooking, sets bait, and guts and skins the bears for his customers.

"I was a conductor, starting on the Canadian National Railroad as a brakeman in 1966," said Rinta, a member of Local 1508, Homepayne, Ont. "After 23 years, I transferred over to VIA Rail, which I should have done earlier, because I really enjoyed passenger service. I met new people every day, and liked the people I worked with. When I had 30 years of service, they told us we didn't have a job anymore, and I took a buy-out."

Rinta welcomes inquiries, and can be reached by writing to RR # 3 Site 10 Box 20, Sudbury, ON P3E 4N 1 Canada. Phone him at (705) 522-7765 or (705) 688-5948.

Senior News

UTU Travelers Club offers Princess Fall Foliage Cruise

The UTU Travelers Club has made arrangements for a spectacular 10-day cruise aboard Princess Cruise Line's Crown Princess at a price that's every bit as dazzling as the sights that await those who appreciate grand-class cruising.

The Fall Foliage Cruise, set for October 19-29, 2001, will carry travelers round-trip, from Boston to Quebec and back, when the dazzling autumn colors are at their peak.

Best of all, with prices starting at just $1,335 per person, this Love Boat cruise is being made available to UTU members and their guests at nearly half-off the normal price. (Prices are based on two to a state- room and include taxes, port fees, and cancellation protection. A fare is additional.)

The newly refurbished Crown Princess includes the addition of a lavish new reception area, new windows in the passenger cabin, 24-hour dining at the Lido Cafe bistro offering casual evening meals, as well as a panoramic observation lounge from which to enjoy the awesome fall display. Many affordable staterooms even include private balconies, making it easy to get up close and personal with the eastern seaboard's most breathtaking scenery.

While sailing from one fascinating port to another, travelers will be treated to the pampered, premier cruising experience for which Princess is renowned. All staterooms are spacious and stylish with lots of closet and storage space, boasting amenities which include plush terrycloth robes and chocolates on the pillow every night.

Those who have never cruised with Princess will see for themselves what it means to travel aboard the best as they sail round-trip from historic Boston through the St. Lawrence Seaway and the Saguenay River.

Port calls in Quebec, Halifax and Sydney, Nova Scotia, St. John, Charlottetown, Bar Harbor and Portland, Maine, offer innumerable opportunities for sightseeing and shopping.

The ship's dance floor, casino and original Broadway-style entertainment promise evenings every bit as exciting as the nightlife in Quebec, and the shipboard activities and amenities, including the health and beauty center, offer no end to quality-time choices.

Those interested in receiving informative brochures and reservation forms are urged to write today to UTU Travelers Club, 14600 Detroit Ave., Cleveland, OH 44107-4250. To learn about the various upgrade options and airfares, call Lakewood Travel Bureau toll free at 1-800-726-9294. (From Canada, call 216-221-9294.)

RRB conducts satisfaction survey

A bout 300 randomly chosen individuals who have recently retired from rail service will be receiving a phone call as part of the Railroad Retirement Board's (RRB) first significant customer satisfaction survey since 1995, the agency said.

The RRB said results of the survey, available by late summer or early autumn, will help the agency assess its customer service strengths as well as areas needing improvement. Suggestions for change will also be evaluated, and feedback is expected to help the agency meet goals outlined in the Government Performance and Results Act, as well as the Government Paperwork Reduction Act.

The survey, known as the American Customer Satisfaction Index, was used by the government in 1999 to evaluate a number of agencies, including the Social Security Administration, the Internal Revenue Service and the Veterans Administration. About 100 agencies will be surveyed this year.
### Union Member Rights

#### Officer Elections

- May only be elected for three years.
- May not run for re-election.
- Must cast a secret ballot.
- Must protest the conduct of an election.

#### Officer Removal

- Must be placed in trusteeship by a parent body.
- May not fine, expel, or otherwise discipline a member for exercising any LMRDA right.

### Union Officer Responsibilities

1. **Labor Organization Reports:**
   - Unions must file an initial information report (Form LM-1) and annual financial reports (Forms LM-2/3/4) with OLMS.
   - Unions must make the reports available to members and permit members to examine supporting records for at least five years.

2. **Financial Safeguards:**
   - Union officers have a duty to maintain the funds and property of the union for the benefit of the union and its members.
   - Bonding is required to provide protection against losses if the union has property worth more than $1,000.

3. **Labor-Management Reporting, Disclosure Act (LMRDA):**
   - Unions are required to file the initial information report (Form LM-1), annual financial reports (Forms LM-2/3/4) with OLMS.
   - Unions must maintain records to verify reports for at least five years.

### Union Member Rights and officer responsibilities under the Labor-Management Reporting, Disclosure Act

The Labor-Management Reporting and Disclosure Act (LMRDA) guarantees certain rights to union members and imposes certain responsibilities on union officers. The Office of Labor-Management Standards (OLMS) enforces many LMRDA provisions while other provisions, such as the bill of rights, may only be enforced by union members through private suit in federal court.

### Officer Elections

- May only be elected for three years.
- May not run for re-election.
- Must cast a secret ballot.
- Must protest the conduct of an election.

### Officer Removal

- Must be placed in trusteeship by a parent body for the reasons specified in the LMRDA.

### Prohibition Against Certain Discipline

- Unions may not fine, expel, or otherwise discipline a member for exercising any LMRDA right.

### Prohibition Against Violence

- Unions may not fine, expel, or otherwise discipline a member for exercising any LMRDA right.
Information, Please

I would like more information on UTUIA's ACCIDENTAL DEATH & DISMEMBERMENT policy. Please Print.

Full Name ___________________________ Sex ______ Date of Birth ______

Address ___________________________ City ______ State ______ Zip ______

Telephone Number and Area Code UTU Local Number ______

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