UTU files with NMB for election on KCS

CLEVELAND, Ohio – Heeding the overwhelming will of its members that the United Transportation Union and the Brotherhood of Locomotive Engineers (BLE) merge into a single, strong and progressive new voice of transportation labor, the UTU on Sept. 18 asked the National Mediation Board (NMB) to order a winner-take-all representation election between the UTU and the BLE on the Kansas City Southern Railway (KCS).

The UTU took this action after a U.S. District Court in Ohio granted three dissident BLE officers a preliminary injunction to halt the proposed merger by imposing ballots that had been cast. UTU International officers said the KCS representation election can and will be held without any disruption to rail service and absolutely no interference with the national effort to wage a war on terrorism. UTU and BLE members already have pledged to do everything to move the freight critical to this nation’s war effort.

As of Sept. 21, the NMB had not acted on the UTU petition for a representation election on the KCS, but UTU officials expect that the election will be ordered. The UTU website at http://www.utu.org will post information from the NMB immediately as it becomes available.

The NMB did instruct the KCS to provide it with an alphabetized list of potential eligible voters, their employee identification numbers, job titles, duty stations and signature samples. Employees in train and engine service on the KCS with an employment date of Sept. 19, 2001, or earlier will be eligible to vote in a representation election monitored by the NMB. The policy of the NMB is to order a representation election when a majority of a craft or class of workers on a railroad requests such an election.

UTU International President Byron A. Boyd, Jr., said actions by the BLE gave him no choice but to seek the representation election on the KCS, where “an overwhelming majority of operating employees previously requested that election in writing. At the very time

Retirement bill on hold, for now

WASHINGTON, D.C. – UTU members and other supporters of the Railroad Retirement and Survivors’ Improvement Act of 2001 (H.R. 4844 and S. 697) are being asked to temporarily suspend their efforts and stop trying to reach their senators to urge support for this legislation.

“In the aftermath of the tragic terrorist attacks on New York City and Washington, D.C.,” UTU National Legislative Director James M. Brunkenhoefer said, “and due to the current crisis situation gripping our capital, we are asking supporters of the Railroad Retirement legislation to wait until matters of national security are sorted out by our lawmakers before proceeding with this campaign.”

Brunkenhoefer said that temporarily post-

UTU, BNSF in safety deal

CLEVELAND, Ohio, and FORT WORTH, Texas – A collaborative effort to prevent workplace injuries by challenging and changing traditional employee/management relationships has been launched by the Burlington Northern and Santa Fe Railway Company (BNSF) and the United Transportation Union.

New employee safety rules and policies will be developed and implemented through collective bargaining on a region-by-region basis across the railroad. These rules and policies also are intended to improve working conditions, enhance the quality of rail service and permit a mutually acceptable procedure for introduction of new technologies.

The customary roles of a manager and employee in the railroad industrial setting

Continued on page 8

Continued on page 8

Lawsuit halts merger vote

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Continued on page 8

Continued on page 8
Local 369, St. Thomas, Ont.

The local’s recent golf tournament drew 76 participants, some from as far away as Florida, said Local President Ronald M. Cleary. Operation RedBlock’s George Muneio donated golf towels, RedBlock Team Leader and CSXSacramento team member Kelly Kirkman donated cash prizes, and other prizes were supplied by local merchants. The day’s winning team included Dave Coleman, Kevin Kemmis, Dave Allen and Bill Aberhart, who turned in a score of 60. All the members of the second-place team were from Ohio, including James Smith, Jessie Smith, Larry Siefer and Dick Warwick. Gord Neely, Jr., won a prize for coming closest to the pin, Bill Aberhart won the longest-drive award, and everyone enjoyed the 16-oz. steaks. Gratitude goes to Ken Derrough, Dave Coleman, Tom Letang and Bill Robb for their assistance.

Local 577, Northlake, Ill.

Perfect weather greeted the members attending the annual Labor Day picnic, said Local Secretary Kenneth J. Larson, who offered his gratitude to the local officers, members and legal counsel whose efforts made the day a successful and memorable event.

Local 762, Montgomery, Ala.

The Retired Railroad Employees Club meets at 11 a.m. on the first Thursday of the month at Carthage Country, 5311 US 431, in Wetumpka, Ala., said retiree Harold Turner, who noted a new directory is available. All are invited to attend the meetings, said Turner, who can be reached at (334) 284-4426. Also, more information can be obtained from J.B. Lindley at (334) 372-3509.

L-807 & L-1800, Tucson, Ariz.

Tucson locals in conjunction with UTU Auxiliary Lodge 800 will be held Saturday, October 20, at the Holiday Inn Palo Verde, with coffee and registration at 8 a.m. and meetings commencing at 9 a.m., said Legislative Representative Tom Moore. Attending will be those from the Railroad Retirement Board, various insurance companies and Designated Legal Counsel Lloyd (Chip) Rabb and Jim Penny. A barbecue Friday evening and a dinner Saturday night will be preceded by hosted cocktail hours. Those planning to attend should contact Moore at (520) 622-6902 or (520) 744-0381, or make reservations by calling the hotel at (520) 746-1161.

Local 811, San Bernardino, Cal.

The 25th annual retirement dinner will be held November 3 at the National Orange Show at 689 S. E. Street in San Bernardino, said Local President Larry Halverson, with cocktails at 5 p.m. and dinner at 7 p.m. Tickets cost $30 per person, and checks should be made payable to “UTU Local 811” and sent to Halverson at 20672 Sholik Rd., Apple Valley, CA 92308. Halverson also thanked the UTU Auxiliary for donating the raffle door prizes for the event. For more information, contact Halverson at (760) 247-4757.

Local 886, Marquette, Mich.

The local’s annual picnic in late August was not only fun but also informative, said Local Chairperson Edward Morrison, who addressed the pending Railroad Retirement legislation, TPEF and the upcoming election of 2002 and his participa-

News from around the U.S. and Canada
New Jersey

The New Jersey Legislative Board has unani-
mosly endorsed the candidacy of Woodbridge
Mayor James McGreevey (D) in the state’s
upcoming gubernatorial election on Nov. 6.

“The choice for working people in New Jer-
sy is Jim McGreevey,” said Legislative Direc-
tor Dan O’Connell. “We have had the oppor-
tunity to talk with Mayor McGreevey, and
whether the issue is funding for mass transit,
the safety concerns of our freight rail mem-
bers, or fatigue in the bus and rail industries,
UTU will have someone who listens in Gov.
McGreevey.”

O’Connell would also like to remind all
UTU members in New Jersey that the last day
to register to vote in the general election
is Oct. 9, and the last day to apply for an absen-
tee ballot is Oct. 30.

Voter registration forms and absentee ballot
applications are available through UTU local
legislative representatives or at the legislative
board’s Trenton office. The office telephone
number is (609) 396-1994.

Virginia

The Executive Board of the Virginia Legisla-
tive Department has made the following
endorsements: Mark Warner for governor;
Tim Kaine for lieutenant governor; Donald
McEachin for attorney general. “We aren’t
telling our members how to vote, only to
inform them that these candidates were
endorsed because they have proven them-

selves loyal to our active and retired members’
needs,” State Director Richard Jeskey said.

Wisconsin

Legislative Director Tom Dwyer, on Aug.
27, joined a delegation of UTU and BLE mem-
bers who attended a “town hall” listening ses-
session hosted by Wisconsin Sen. Russell Fein-
gold (D), where the Railroad Retirement and
Survivor’s Improvement Act was a major top-
iclusion of discussion.

Each of the people in attendance addressed
Feingold individually on why he should sup-
sort S. 697, the Senate legislation which seeks
to improve retirement benefits under the Rail-
road Retirement system.

Following the meeting, Feingold stated that
the group had “opened his eyes” to the impor-
tance of S. 697 to his constituents.

Both Dwyer and BLE Legislative Board
Chairman Keith Luebke thanked Feingold for
his support and sponsorship of S. 250, the
High-Speed Rail Investment Act.

Washington

UTU International President Byron A. Bond, Jr.,
center, and UTU’s Coordinator of Designated
Legal Counsel Monte Bricker, met recently with
U.S. Sen. Patty Murray (D-Wash.), whose com-
mitee assignments focus directly on the Federal
Employers Liability Act (FELA), the Railway
Labor Act, Railroad Retirement and transpor-
tation-project spending.

O’Connell also said that seats in both the
General Assembly and the state Senate are up
election. “Our members need to know that
elections have consequences and they must be
part of the political process,” he said.

Georgia

During the U.S. Senate’s August recess,
UTU members here visited the office of Sen.
Max Cleland (D-Ga.) to discuss the import-
ance of the Railroad Retirement and Sur-
vivor’s Improvement Act of 2001, reported
Legislative Director Danny Boyles.

“As you can see from the photo, our talks
with the senator were a major success,” Boyles
told UTU News, who added that Cleland has
always been responsive to issues of concern to
the UTU.

Boyles said Cleland serves on the Senate
Committee on Commerce, Science, and
Transportation and the subcommittee on Sur-
face Transportation and Merchant Marine,
which oversees legislation related to Amtrak,
the Surface Transportation Board, and the
Federal Railroad Administration, as well as
the railroad industry and transportation safety.

Make every day a
special occasion

A member sent me the following in an e-mail and I
would like to pass it on:

“Today we have higher buildings and wider high-
ways, but shorter tempers and narrower points of view. We spend more,
but enjoy less. We have bigger houses, but smaller families. We have
more compromises, but less judgment. We have more medicines, but less
health. We have multiplied our possessions, but reduced our values. We
talk much, we love only a little and we hate too much. We reached the
moon and came back but we find it troublesome to cross our own street
and meet our neighbors. We have higher incomes, but fewer morals.
These are times of more liberty, but less joy. We have much more food,
but less nutrition. These are days in which it takes two salaries for each
home, but divorces increase. These are times of finer houses, but more
broken homes.

“That is why I propose, as of today, you do not keep anything for a spe-
cial occasion, because every day is a special occasion. Spend more time
with family and friends. Life is a chain of moments of enjoyment, not only
about survival. Let us write that letter we thought of writing ‘one of these
days.’ Let us tell our families and friends how much we love them. Every
day, every hour and every minute is special and you do not know if it will
be your last.”

What happened on September 11, 2001, should cause us to pause and
realize the importance of life and why the above is appropriate. Make
some time to do those things addressed in the message above and maybe
make a difference in someone’s life.

Let us never forget those who died on September 11, 2001.

God Bless
America

Strength through
Unity
By Byron A. Boyd, Jr., International President

BLE dissidents will not thwart this merger

If there is one thing that each and every member of the UTU and the BLE can agree upon, it is that the dozens of railroad mergers we have seen over the past two decades have made the carriers stronger financially and, especially, stronger at the bargaining table. That strength, coupled with support from their conservative friends in Congress, has emboldened rail executives to demand more and more concessions from workers while rewarding themselves with cash bonuses and higher salaries.

Major railroads have slashed their workforces in half since 1980 and many have stepped up intimidation of the workforce through harsh attendance policies and arbitrary imposition of discipline. There is only one way to restore balance. It is by increasing union strength at the bargaining table. As each of us knows, in union there is strength. But union strength cannot match that of the carriers when two unions, representing workers performing similar tasks, are divided against a unified railroad industry.

In Chapter 3 of the Book of St. Mark we are told at paragraph 25, “And if a house be divided against itself, that house cannot stand.” Yes, there is strength in union and when we all stand united in support of a living wage, health-care benefits, job-place dignity and quality of life, we all stand proud, strong and unbending.

Strength through unity is why rail workers organized into protective societies more than a century ago. It is why Eugene Debs preached a single railroad union. It is why a majority of UTU and BLE members long have favored merger. It also is why a majority of UTU and BLE members were voting "yes" on the proposed UTU-BLE merger.

But, three dissident BLE officers put a stop to that democratic process by filing suit in federal court and, in the face of a most extraordinary injunction to impound the ballots. That is what happened in Florida last November when the presidential election was stolen from Al Gore and that is how some BLE dissidents are attempting to game the results of this most democratic of votes.

Brothers and sisters, the UTU would be breaking faith with its forebears, breaking faith with Eugene Debs and breaking faith with a majority of UTU and BLE members if it allowed BLE dissident officers to thwart the will of their own leadership and of their own rank-and-file and disrupt an orderly, democratic and necessary march toward the merger of our two great unions.

So that we don't break faith and so that we don't allow this election to be stolen, we are taking a parallel action to ensure that the will of the rank-and-file is not thwarted. If the issues in the court are resolved and the ballots as they were cast are counted, the merger will go forward.

But if the dissident BLE officers succeed in impounding the ballots permanently for what appears the sole purpose of renegotiating the merger agreement, then

we shall continue moving forward with our second action, which is to force a winner-take-all representation vote, carrier by carrier, starting with the Kansas City Southern Railway (KCS).

We cannot and will not permit BLE dissident officers (and maybe even some misguided current BLE international officers) to steal this election in hopes of gaining leverage to renegotiate what already was negotiated—a good-faith agreement between the elected leaderships of both unions that the question of merger be submitted to the rank-and-file for determination.

I only wish I knew what the BLE is up to. A BLE international officer called me and indicated that the court suit was an attempt to gain leverage to renegotiate the merger agreement. But, as of Sept. 1, as of more than two weeks since I have heard from the top three BLE leaders.

Merger between our two great unions is not a sudden whim. When we formed the UTU in 1969, we discussed merger with the BLE, but it declined to join us. We subsequently grew to become the largest strength and the most respected of rail labor unions.

But, as carriers merged and grew stronger, they became emboldened. In flexing their increased muscle against workers, they began playing the BLE off against the UTU. It's called a race to the bottom, whereby the carrier entices each union, on the promise of some small favor, to undermine the rights of members of the other union. The UTU does not participate in a race to the bottom.

But, each time we have discussed merger with the BLE, a small minority with a different agenda has derailed the process. In this most recent attempt at merger, the UTU met every demand of the BLE for a merger vote. We structured the merger so that BLE dues would be reduced and so that the BLE heritage would be preserved.

Now that the ballots have been impounded, UTU has no real choice other than to pursue a parallel action at the National Mediation Board to ensure that the nation's operating employees on the railroads have the opportunity to choose unified representation. That is why we filed for a representation election on the KCS.

In these uncertain times, with powerful Wall Street investors and rail managers clamoring the need for higher profits, dividends and wages, the unions representing those employees who keep America moving must protect the interests of those workers in a constructive way.

As Eugene Debs said, we must "end the battles of craft against craft and working man against working man. The combined strength of operating men (and women) gives better representation through legislation and negotiation."

That is what a UTU-BLE merger is all about. We are not going to let a handful of misguided dissident BLE officers thwart that essential objective.
It happened to them; can it happen to you?

by Daniel W. Collins, Sr., Local 1393
Retired former UTU Assistant General Secretary/Treasurer

The terrorist killing of the innocent in New York City and Washington, D.C., and in the fields near Pittsburgh, Pa., serves as a much-needed wake-up call to all of us. Among other things, its aftermath should alert us to the fact that our railroads must be rebuilt to serve as a safety net for our people. For more than 30 years, I have written about and pleaded with our lawmakers and other leaders over the need to restructure and revitalize our national system of railroads, including Amtrak. The answer I received was that the country really needed more and better highways and airways.

For far too many years, the United States has remained near the bottom of the world’s totem pole in per capita investment in passenger trains. To continue this neglect now, and to continue pursuing this short-sighted investment policy in passenger trains and infrastructure, is to place our nation and our people at risk.

We now know that our nation’s priorities have been dead wrong. Our leaders’ tunnel vision in support of their politically favored modes of transport can only lead to gridlock. The planned shrinkage of our rail plant through mega-mergers of railroads must end, and the misdirected attempts to privatize our one and only system of passenger trains must be stopped – now!

The tragic deaths of our people at the hands of terrorists requires that we get prepared to meet any and every challenge to our national security, wherever and whenever it comes. We must prepare for the defense of our beliefs and our country, and for a worldwide war against terrorism. To do so, our Congressional leaders and the Departments of Defense and Transportation must develop a plan to coordinate and integrate the activities of all segments of our transportation system.

Once again, our railroads will be called upon to function as the hub of our system. Unless they are rebuilt to undertake this lead role, our highways and airways will come up short in meeting our traveling and defense needs.

And yet, a Congress that authorizes a $35-billion investment in highways and a $15-billion investment in the air traffic system has the audacity to demand that Amtrak, alone amongst our transport modes, become self-sufficient by the year 2003!

Common sense dictates that to continue neglecting the unmet needs of our railroads by withholding public funding is to place our future at risk. We must rebuild our railroads so as to meet the demands of moving military people and equipment, as well as millions of travelers.

And if not now, when?
Dedicated members respond

Although the terrorist attack on New York City’s World Trade Center Twin Towers brought the city to a halt, members of the United Transportation Union kept the wheels rolling. While only a few stories are told here, hundreds of other UTU members performed their jobs with dedication.

When terror struck the City of New York on September 11, many United Transportation Union members were on the job there and witnessed its horror and ugliness first hand. Yet they responded to the terrorist attacks on the World Trade Center and on freedom with devotion and dedicated professionalism.

Throughout all the danger to which they were exposed, UTU members continued to perform their jobs until safe passage was provided for the people they transport on a daily basis.

“We should be proud of their courage and commitment, for they are heroes all,” said UTU International President Byron A. Boyd, Jr. “For 150 years, in peace and in war and during the most harsh weather conditions, transportation employees have kept the wheels rolling. It is a proud tradition that again was upheld,” Boyd said.

PATH

UTU general chairperson and PATH conductor Ray Arenas was working on a PATH commuter train carrying 800 passengers when it arrived at a station platform directly under the Twin Towers just minutes after the first jet slammed into 1 World Trade Center. Neither he nor the engineer was aware of what had happened just moments earlier.

As smoke had already reached the tunnel, a police officer on board the train told Arenas, “Get us out of here.” Arenas relayed an identical message to PATH trainmasters and was instructed to keep the doors of the train closed, passengers inside and to depart the station immediately. Assured that no passengers were left on the platform, the PATH train departed the station.

Arenas also said that a PATH dispatcher received a telephone call from her father, telling her to leave the station because an airplane had struck one of the towers. “She was told to stay put and she did,” he said. She did not leave until she was instructed to do so.

Other UTU members were exposed to the very worst of the terrorist attack. Conductor Jeanette Warren, racing out from under the burning towers, reached the street just as a body fell to the ground directly in front of her. As UTU News went to press, she had not yet returned to work.

UTU Vice General Chairperson Thomas Esposito escaped from under the complex just as the first tower collapsed, witnessing death and carnage all around him. “He told me later how horrified he was,” Arenas said. “He had never seen so many dead bodies.”

Esposito, who was working for PATH when the Trade Center complex was bombed in 1993, told Arenas he did not know if he could return to the job. “He said ‘I don’t know if I ever want to work for an organization that’s a target,’” Arenas added.

Although no PATH employees were physically injured in the attack, four are suffering from Post Traumatic Stress—including Warren and Esposito—and have removed themselves from service.

“I am extremely proud of all UTU and BLE members,” said Arenas. “They acted courageously and out of concern for our riders’ safety.”

Arenas said that he was grateful for all of the assistance his local had received from the UTU International. “I was so appreciative of getting calls from Brokenrail and other International officers.”

Just days after the attack, UTU Vice President-Commuter Rail Tony Iannone traveled to New York to meet with PATH employees and management. “Ray and I spent two days walking and talking and riding with members of all crafts and they were glad to see us,” Iannone said. “We are

UTU to assist families of fallen brothers and sisters

Dear Brothers and Sisters:

In the aftermath of the World Trade Center and Pentagon tragedies, the families of our fallen brothers and sisters should not have to worry about their futures because the wage earner is missing.

The International Association of Fire Fighters has established the New York Firefighters 9-11 Disaster Relief Fund and the International Union of Police Associations is sponsoring the PBA Widows and Children’s Fund. The monies donated to these funds will be distributed directly to the families of our fallen brothers and sisters.

Consistent with the Constitution, individual UTU locals can donate up to $600 by action of the local; a larger donation requires a referendum vote of the members. Donations may be made by general committees of adjustment and legislative boards from their advance funds if approval is obtained from committee or board members.

Contributions from individual members will also be accepted.

Donations can be forwarded to Daniel E. Johnson, General Secretary and Treasurer at 14600 Detroit Avenue, Cleveland, Ohio 44107, who will ensure the donations are promptly forwarded to the appropriate funds.

Please make checks payable to the “New York Firefighters 9-11 Disaster Relief Fund” or the “PBA Widows and Children’s Fund.”

The UTU International has already made a generous contribution and we appreciate the generosity of our UTU Canadian brothers and sisters for their generous donation.

Fraternally yours,

Byron A. Boyd, Jr.
International President
to crisis after terror attacks

The tragic events of September 11 have stirred a new patriotic movement across the country, the likes of which our nation has not seen in many years. Our glorious stars and stripes seem to grace nearly every home, storefront, automobile and telephone pole from "sea to shining sea," and it is a wonderful sight. As has been reported by many in the media, it is difficult to find a store in the land that still has American flags on its shelves.

Unfortunately, it took the heartbreaking horror of last month's terrorist actions to remind America's love for the red, white and blue.

While our passion for this beloved symbol of our nation still burns brightly, we should each take a moment to reflect on what that flag represents. As children, we all pledged "allegiance, to the flag, of the United States of America. And to the republic, for which it stands; one nation, under God, indivisible, with liberty and justice for all." meeting with them again...and we are going to work with the general committee to address this situation."

"We have established a medical network with a psychologist and he is working with us to ensure our members get the attention they need," said Iannone. He added that PATH Vice General Chairman Richard Maddox is a licensed social worker and is assisting in this process.

Said Arenas: "Tony on the property was very reassuring. Our local had never had that type of relationship with the International before, and it boosted the morale of our members—it really did. We spoke with individual conductors and listened to their concerns. It had a positive effect on them...and provided some sense of security."

Suburban Transit

Suburban Transit bus operator Charlotte Anderson had just dropped off her last passengers in the financial district when she was startled by what appeared to be a tickertape parade. "As I turned right onto Church Street, I saw what looked like thousands of people running. Then I saw the fire and figured the tower was on fire, not knowing the first plane had crashed into the tower," she said. Fearing the tower might explode, Anderson tried to leave the area, but thousands of people and other vehicles had snarled traffic. She heard an explosion as the second plane crashed into the tower.

An hour later, she was only three to four minimal in New Jersey.

At one point, one of the passengers left the bus and came back with a case of bottled water from a nearby store. It was after 7 p.m. before Anderson was back at the terminal in New Jersey. Anderson even drove one of her passengers to his home in her own car because it was "on the way."

"The next day I went back to the terminal around 12 p.m. or so and drivers (were) coming up to me and hugging me and saying, 'Glad you made it.' I cried."

Anderson said she met with union representatives, Rich Ellis, and "he could see I was still shook up and said he would seek counseling through the company for me." Ellis told her to take a few days off and as UTU News went to press, Anderson had not returned to work.

As incidents of violence and ill-will against Arab-Americans and other ethnic groups continue to be reported in the media, each of us needs to remember just exactly what we pledged to that great flag: that we would be a nation indivisible, with liberty and justice for all. Violence or intimidation against a group or an individual, simply because they are different, violates everything our flag represents.

On September 11, President Bush's first statement to the nation was that "Freedom itself was attacked this morning...and freedom will be defended." Let's make sure that freedom is defended, not only from forces outside our country, but within our communities as well.

While the forces of evil tried to divide us as a nation last month, and will likely try again, let's show the world that we practice what we preach. We must be united, both as a nation and an organization. After all, it's in our names. God bless America.
KCS election
Continued from page 1

that the memberships of the UTU and the BLE should be coming together through merg- er, our diligent efforts have been thwarted once again,” Boyd said. “On Sept. 17, three dissident BLE officers, at odds with their own national leaders, obtained a preliminary injunction from a federal district court in Cleveland to impound the BLE ballots cast in the UTU-BLE merger vote. I believe the majority of the voting members of the UTU and the BLE have voted to approve this merg- er. We cannot let their desires go unheeded. For several years our rank-and-file has been telling us to accomplish this merger.”

Boyd said, “The will of the members of both the UTU and the BLE was thwarted by the court action. This merger vote was agreed to by the elected leaderships of both unions after a substantial majority of UTU and BLE members indicated they wanted a single operating-employees’ union to match the bargaining strength of a rail industry which has seen more than three dozen major railroads merge into just six mega-systems. The UTU met every demand of the BLE for a merger vote,” Boyd said. “We structured the merger so that BLE dues would be reduced and so that the BLE heritage would be preserved. Now that the BNSF-BLE merger has been implemented, the UTU has no real choice other than to pursue a parallel action at the NMB to ensure that the nation’s operating employees on the railroads have the opportunity to choose unified representation.”

The winner-take-all representation election on the KCS will be followed by winner-take- all representation elections on the Union Pacific, CSX and every other major carrier, Boyd said. When a previous UTU-BLE merg- er effort broke down in 1999, the UTU sought and won winner-take-all representation elec- tions on three smaller railroads: the Manufactu- rers Railway Co., the Paducah & Louisville Railway Co., and the Terminal Railroad Asso- ciation of St. Louis.

The BLE filed for a representation election for engineers only on the Texas-Mexican Rail- way in 1999. The UTU and the BLE entered into the contract both engineers and trainmen on the Tex-Mex. The NMB dismissed the BLE application, rul- ing that a single craft and class of train and engine service employees could unionize, and that the basis of the NMB’s decision to order repre- sentation elections on the Manufacturers, the P&L and the TRRA.

A single line of progression
In ordering the representation election on the TRRA, the NMB ruled that modern prac- tices had blurred historic craft distinctions. The NMB recognized that there has developed a single line of progression from train- man to engineer. Cross-utilization frequently occurs as engineers flow back to brakeman and conductor jobs when demand for engineers ebbs, but return to engineer slots when demand increases. Since brakemen are now required to accept promotion to conductor, and trainmen to engineer, historic craft lines have become blurred. And, since the elimina- tion of cabooses that began 20 years ago, brakemen, conductors and engineers now share the local management slots.

When the UTU was formed in 1969, the BLE declined to become a part of that merger. In 1975, then-UTU President Al Chessser said that the American labor movement should adopt “unity of purpose as its No. 1 goal.”

As dozens of railroads merged, slashed their workforces by more than half, instituted harsh attendance and discipline policies and demanded concession after concession from employees, the cost of protecting employees escalated and the rank-and-file of both unions recognized the need for a stronger, united front.

Merger talks were held again in 1993, and in 1999 a UTU-BLE merger agreement was reached after five committees submitted a 28-point document recommending the two unions move toward merger.

BLE dissidents detailed that agreement through a recent NMB President Bob Monin. That is when the UTU moved forward with representation elections.

Initially, the NMB asked three arbitrators to decide whether a representation election should be held on the Union Pacific. The arbi- trators declined to order that election and the BLE accepted the arbitrators’ award.

But, when the NMB itself considered the requests for representation elections on the Manufacturers, the P&L and the TRRA, the NMB concluded that the representation elec- tions be held.
The majority of the rank-and-file voted in those winner-take-all elections to be repre- sented by the UTU.

As a substantial majority of train and engine service employees on the KCS were signing authorization cards to hold a winner-take-all representation election on that railroad, the BLE restarted merger talks.

In June of 2001, Monin’s successor, Edward Dubroshi, reached a new merger agreement with the UTU and a majority of BLE interna- tional officers that BLE candidates for merger agreement to the rank-and-file for ratification. Dubroshi said he voted in favor of the merger.

Then the three BLE dissident officers filed their lawsuit and a federal district court judge in Cleveland issued a preliminary injunction to impound the BLE ballots cast. That is when the UTU sent the “A” cards to the NMB with the request for the representation election on the KCS.

UTU, BNSF
Continued from page 1

were defined more than a century ago and remain basically adversarial in nature and require mod- ernization,” UTU Interna- tional Vice President Rick Marceau said. “We have agreed to recognize first that safety, productivity and quality of life on the job are inexorably intertwined and that staffing, training, work/rest scheduling, attend- ance requirements, rules and operating prac- tices all have a bearing on safety in general and human-factor failures specifically.”

“This framework will, for the first time, truly allow all of us to concentrate on injury and accident prevention,” said M. David Dealy, BNSF’s vice president for transportation. “This is a win-win for both parties. More focus on the upstream drivers and root causes will generate immediate and continuous improvement.”

“The UTU’s visionary leadership and com- mitment will add a tremendous amount of leverage to our current safety efforts.”

BNSF and the UTU will empower regional safety representatives to assure that new pro- cedures are being implemented and interpret- ed uniformly and as intended by negotiators. Local safety forums will monitor work prac- tices and seek to correct safety hazards prompt- ly rather than through the archaic reporting, cataloguing and investigative process.

Workplace coaching, counseling and retaining are intended to replace the existing discipline process for non-repetitive and non- serious safety-rules violations. “It is intended that imposing discipline on injured employees be severely restricted,” Marceau said.

BNSF President and Chief Executive Officer Matthew K. Rose and UTU International President Byron A. Boyd, Jr., jointly recog- nized Dealy and Marceau for their efforts in leading the negotiating teams.

Retirement
Continued from page 1

poning the pressure on the Senate would allow lawmakers to concentrate on the urgent matter related to the terror attack.

“This is only a temporary situation,” Brunk- enhofer said. “Once things have been sorted out, we will offer instructions on how backers of the legislation should proceed. Instructions on how supporters can further press for pas- sage of this legislation will be issued as soon as possible.”

UTU members and others concerned about improving Railroad Retirement should access the UTU website (http://www.utu.org) periodi- cally for the latest information and instruc- tions.

“Congress will give the appearance of going through the motions in dealing with their original agenda while they deal with the cri- sis. Brunkenhoefer said. “In actuality, the only thing that they will truly focus on is the current crisis. Congress can be expected to be in this mode for a few weeks.

“I can only share with you speculation as to what may occur. Congress may move back to their original agenda and treat (the interrup- tion) simply as if a delay had taken place. Pre- vious expectations were that Congress would adjourn for the remainder of the session after they had had the budget/appropriations fight.

“If they return to that schedule, it means that Congress will be here well into December. Although there was a possibility that Rail- road Retirement would be handled as a stand- alone bill, it now looks like that it will be part of a major omnibus bill passed during the closing days of this session.

“The other feeling is that there would be a bipartisan summit involving the leaders of the House, Senate and the White House who would quickly settle all pending issues and adjourn much earlier.

“It is impossible for the coalition to have a game plan for our issue without knowing what Congress’s overall agenda is and where our program would fit.

“We cannot give you any more guidance than this at this time. Quite frankly, no one knows exactly what will happen next. As far as we have more information, we will notify you. Do not think that the legislation is dead; it is only the schedule that has changed.

“As crazy as it sounds, the legislation could either go before Congress or move much lat- er,” Brunkenhoefer said.

BNSF’s vice president for transportation.
Voices: Do you get satisfaction from your job?

Steve Metken
L-1433, Elwood Park, Ill.

“I’ve been a railroad for six years, and I’m employed by Canadian Pacific as an engineer in the Bensonville Yard. I have pride as an engineer. It’s something I wanted for a long time. My grandfather was an engineer on the Rock Island. I heard stories while growing up and always wanted to do this. After a good day’s work, I really do feel a sense of satisfaction. We’re lucky to get heat in the winter, and there’s no air conditioning in the summer, but we’re lucky to get heat in the winter, and there’s no air conditioning in the summer, but there’s some-thing to that. The seize-satis-fying aspect of the job is when management says one thing management says one thing and they do something else. We're lucky to get heat in the winter, but I get a lot of satisfaction out of the job work, but when the phone rings, I’m ready to go. I guess I see the same tracks each day, but I get to see different people, and there’s some-thing new and different about each day. We have a tremen-dous amount of new people working out here, too. I get a lot of satisfaction out of the union work, too. I’m one of the lucky ones, because I have three assistants who are marvelous people.”

Thaddaus Warner
L-1290, Chicago, Ill.

“I’m a Metra conductor, with 31 years of rail experience. I worked for Illinois Central until the lines were bought and changed to Metra. I have a good job and I’m grateful for it, and when things are going well, there’s a lot of satisfac-tion there. But when the com-pany signs an agreement and doesn’t live up to it, that takes away a lot of the job’s satisfac-tion. I’ve also been secretary and treasurer since 1992, and was vice local chairperson for training in 1990. We’ve got some issues here and some problems with deadhead pay, our 401(k) plan, and overtime pay. When agreements are reached, management needs to respect the contract.”

Jimmy Minter
L-733, DeQueen, Ark.

“I’m a Union Pacific switchman working in the Tex-arkana Yard, and I’ve been railroading for about 33 years. I’m also my local’s secretary and treasurer, legislative re-presentative and delegate. I’ve held union positions since my second year in the industry. I’ve always enjoyed rail work, especially since I get to work days and get part of the week-end off, but I don’t like the way we’re treated. If we have an agreement, I believe in liv-ing up to it. We owe them what we agreed to, and they owe us what they agreed to. But I believe in the union movement and get a lot of sat-isfaction from being in the thick of things.”

Bill Waymire
L-1202, Ft. Wayne, Ind.

“I’m a Norfolk Southern conductor with 31 years of experience, working from Ft. Wayne to Cincinnati. I’ve also been a chairperson for 20 years or so. Yeah, I do enjoy my job. A lot of good people complain about going to work, but when the phone rings, I’m ready to go. I guess I see the same tracks each day, but I get to see different people, and there’s some-thing new and different about each day. We have a tremen-dous amount of new people working out here, too. I get a lot of satisfaction out of the union work, too. I’m one of the lucky ones, because I have three assistants who are marvelous people.”

In Memoriam

Dillard S. Pannell

A member of Local 847 in Birmingham, Pannell was one of the few surviving members of the 40-person committee that laid the groundwork for the creation of the UTU in Hot Springs, Ark., in 1969, and formulated the UTU’s autonomy guarantee. A monument located at UTU Square in Hot Springs depicts the committee.

Pannell began his career as a brakeman on the Louisville & Nashville Railroad and joined Lodge 947 of the Brotherhood of Railroad Trainmen (BRT) in 1940. He served in the U.S. Air Force in World War II, then returned to the railroad and joined Division 186 of the Order of Railway Conductors and Brakemen in November 1948. He held various local posts, and was elect-ed chairperson of the Southeastern General Chairmen’s Association.

Following unification, Pannell worked tirelessly to unify the general committees representing L&N trainmen and conductors into a single committee, which he served until his retirement in July 1982 as associate general chairperson.

Carl M. Morelli

Carl M. Morelli, a former insurance representative for the Brotherhood of Locomotive Firemen and Engine-ers (BLF&E) and organizer for the UTU, passed away Aug. 22, 2001, during open-heart surgery. He was 78. A member of UTU Local 1038 at Salt Lake City, Utah, Brother Morelli began his career as a brakeman on the Louisville & Nashville Railroad and joined Lodge 847 of the Brotherhood of Railroad Trainmen (BRT) in 1940.

Following unification, Morelli worked tirelessly to unify the general committees representing L&N trainmen and conductors into a single committee, which he served until his retirement in July 1982 as associate general chairperson.

TPEL Honor Roll

Honoring members who have begun contributing to TPEL or increased their donations to $100 or more per year within the last month.

Name | Local City
--- | ---
**PLATINUM CLUB**
($1,200 OR MORE PER YEAR)
Wiley, Kenneth L. | 322 Seattle, WA
Sturges, Patrick R. | 477 Newton, KS
LeNeave, Corney | 1000 Minneapolis, MN
**DIAMOND CLUB**
($600 OR MORE PER YEAR)
Anderson, David E. | 333 LaCrosse, WI
Askern, Larry C. | 329 Boise, ID
Paset, Joseph R. | 329 Boise, ID
**DIAMOND PLUS CLUB**
($400 OR MORE PER YEAR)
Kenski, Danny R. | 322 Minneapolis, WI
Holquist, Paul R. | 329 Boise, ID
Kerner, James J. | 1582 Albany, NY
**DOLLAR-A-DAY CLUB**
($165 OR MORE PER YEAR)
Luo, Christopher J. | 329 Los Angeles, CA
Weber, Mark S. | 329 Boise, ID
Woodward, Audrey | 520 Grand Jct., CO
Eby Jr., Edward F. | 520 Petersburg, W
Staley, Steven H. | 391 Des Plaines, IL
Hoefer, Sue P. | 934 Alliance, NE
Howell, Jeffrey H. | 1800 Tucson, AZ

* = Retired Member
Red Arrow retires a vanishing species

Ralph B. Quay of Local 1994, Upper Darby, Pa., considers himself a member of an endangered species.

Retired since 1980 and recently marking his 78th birthday, Brother Quay was an employee of the former Red Arrow Lines, now part of the Southeastern Pennsylvania Transportation Authority (SEPTA), and made the last trip out of Westchester, Pa., with a trolley car.

“I never saw so many cameras in my life,” Quay said of the trip. “After that, I drove a bus, but I preferred the trolleys because they steered themselves.”

Today, about 30 Red Arrow retirees gather each month for a luncheon. A mailing list alerts about 160 persons to the meetings, but alerts about 180 persons to the meetings, but “some of the guys are getting tired, and a lot are starting to die off,” said Quay.

Quay began on Red Arrow in September 1946, but also worked on the heavy rail equipment of the former Philadelphia & Western, making him a triple-threat commuter transportation veteran.

“I’ve got a binder filled with tokens, passes and other memorabilia, and probably 200 pages of things related to Red Arrow,” Quay said.

For information about the Red Arrow Retiree Association, contact Charles Wilkie by calling (610) 358-4536, or write to him at 220 Moria Place, Aston, PA 19014.

Medical insurance facts pave the way to retirement

**Early retirement**

If you are thinking about “early” retirement, medical insurance for you and your family is something you seriously need to consider.

GA-4600 is the Early Retirement Major Medical Expense Benefit Plan available to employees of participating railroads and their eligible dependents.

To be eligible for this plan, the employee must apply for an age annuity from the Railroad Retirement Board on or after age 61 (age 60 if the pending Railroad Retirement Survivors’ and Improvement Act of 2001 is passed by the Senate and signed into law by President Bush), with 30 or more years of service and be covered under either the National Health and Welfare Plan (GA-23000) or the NRC/UTU Health and Welfare Plan when applying for retirement.

This plan covers the employee and any eligible dependents up to the time the employee reaches age 65 and becomes eligible for Medicare. At that time, the employee must enroll for Medicare and the dependent coverage ends. The dependent can continue coverage under COBRA for 18, 29, or 36 months, depending upon the circumstances, at their own cost.

In addition to GA-46000, which provides coverage of 80% of covered expenses after a $100-calendar-year deductible is satisfied, and prescription drug coverage similar to that enjoyed by active employees, a supplement is available under GA-23111 Plan E. This supplement covers 70% of the expenses not paid under GA-46000 and has a $200,000 lifetime maximum benefit provision.

For a booklet describing the benefits of GA-46000 and GA-23111, along with an enrollment form for Plan E, contact United Healthcare at 1-800-842-5252. Representatives are available to answer any questions regarding benefits and eligibility.

**Normal retirement**

If you are nearing age 65, or have worked beyond age 65 and have not yet applied for Medicare, there are certain things you must do to assure uninterrupted coverage.

First, you must apply for Medicare, Parts A & B. This can be done at the time you contact the Railroad Retirement Board to begin the retirement process, usually 60 to 90 days prior to the date you intend to stop working. There is a seven-month initial enrollment period, starting three months before you turn age 65, during which you can enroll without penalty.

If you do not enroll for Medicare during this seven-month period, you will have to wait until the next general enrollment period (January 1 through March 31) to add Part B coverage, and the delayed enrollment could cause you to pay more for your coverage.

Medicare benefits for railroad retirees and their dependents are administered by Palmetto in Augusta, Ga. To inquire about Medicare claims, you can contact them by calling toll-free 1-800-833-4455.

In addition to Medicare, supplemental benefits are available through GA-23111 Plan D and Plan F. Both of these plans pay the Medicare Parts A and B deductibles in full, as well as 100% of the covered expenses not paid by Medicare. Plan D also includes prescription drug coverage, but at a higher premium than Plan F.

You must apply for enrollment in Plan D or F during the first four months following the month in which you stop working. If you fail to do so within that time, enrollment may require “proof of insurability” unless you apply during an “open enrollment” period.

Booklets describing Plan D and Plan F benefits, along with enrollment forms, can be obtained by calling United HealthCare at 1-800-809-0453. United HealthCare representatives will also be able to answer any questions you may have about insurance when you retire.

**The Final Call**

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

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
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<tbody>
<tr>
<td>2</td>
<td>Kemmerley, Tom</td>
<td>Waterville, OH</td>
<td>377</td>
<td>Longwell, George T.</td>
<td>Dixonville, PA</td>
<td>847</td>
<td>Pannell, Dillard S.</td>
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<td>Saunders, John W.</td>
<td>Bartow, FL</td>
<td>454</td>
<td>Wilson, John E.</td>
<td>Owings Mills, MD</td>
<td>903</td>
<td>Weeks, William T.</td>
<td>Tallahassee, FL</td>
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<td>Wilson, Homer C.</td>
<td>Las Vegas, NV</td>
<td>459</td>
<td>Daughtery, Jr., W. Fred</td>
<td>Chattanooga, TN</td>
<td>1038</td>
<td>Morelli, Carl M.</td>
<td>Murray, UT</td>
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<td>113</td>
<td>Doer, L.F.</td>
<td>Winslow, AZ</td>
<td>460</td>
<td>Leonard, Julius</td>
<td>Versailles, MO</td>
<td>1176</td>
<td>Maze, M.</td>
<td>St. George, UT</td>
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<td>113</td>
<td>Peterson, Keith E.</td>
<td>Winslow, AZ</td>
<td>569</td>
<td>King, Maynard L.</td>
<td>Red Oak, TX</td>
<td>1177</td>
<td>Boothie, Oka L.W.</td>
<td>Princeton, WV</td>
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<td>118</td>
<td>Smith, Estel</td>
<td>Oak Hill, WV</td>
<td>573</td>
<td>Keeton, Junior</td>
<td>Oneida, TN</td>
<td>1373</td>
<td>Williams, John B.</td>
<td>Bensalem, PA</td>
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<td>194</td>
<td>Wilson, Victor P.</td>
<td>Elkhart, IN</td>
<td>584</td>
<td>Seeling, Milton O.</td>
<td>Houston, TX</td>
<td>1390</td>
<td>Mitchell, John J.</td>
<td>Kearn, NY</td>
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<td>212</td>
<td>Willmott, Aubrey M.</td>
<td>Virginia Bch., VA</td>
<td>584</td>
<td>Thompson, Walter R.</td>
<td>Meridian, MS</td>
<td>1418</td>
<td>Petterson, Emanuel G.</td>
<td>Rochester, PA</td>
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<td>228</td>
<td>Nejdl, Edward J.</td>
<td>Cedar Rapids, IA</td>
<td>590</td>
<td>Cooper, Jr, Leo J.</td>
<td>Madison, WI</td>
<td>1409</td>
<td>Colvin, John F.</td>
<td>Kansas City, MO</td>
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<td>238</td>
<td>Nistler, Joseph H.</td>
<td>Tempe, AZ</td>
<td>605</td>
<td>Griffith, Ralph W.</td>
<td>Clarkburg, WV</td>
<td>1470</td>
<td>Brown, Frank E.</td>
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<td>Ferns, Rolland</td>
<td>Covina, CA</td>
<td>610</td>
<td>Kalveage, Karl T.</td>
<td>Baltimore, MD</td>
<td>1552</td>
<td>Czemar, Peter P.</td>
<td>Daytona Beach, FL</td>
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<td>257</td>
<td>Sandstrom, Robert G.</td>
<td>Chadron, NE</td>
<td>626</td>
<td>Clark, Stanley H.</td>
<td>Normal, IL</td>
<td>1564</td>
<td>Bagley, Jr, Samuel</td>
<td>Gardena, CA</td>
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<td>Hawk, Glennis L.</td>
<td>Toledo, OH</td>
<td>631</td>
<td>Mock, Richard D.</td>
<td>Cumberland, MD</td>
<td>1594</td>
<td>Parker, Edward L.</td>
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<td>283</td>
<td>Sanford, Thomas N.</td>
<td>Vancouver, WA</td>
<td>694</td>
<td>Wolf, Jack L.</td>
<td>Redding, CA</td>
<td>1884</td>
<td>Huxston, Roland O.</td>
<td>Calgary, AB</td>
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<td>298</td>
<td>Totos, Walter G.</td>
<td>Chicago, IL</td>
<td>697</td>
<td>Calhoun, John W.</td>
<td>Bethany, IL</td>
<td>1948</td>
<td>Ciotto, Fred M.</td>
<td>New Castle, PA</td>
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<tr>
<td>363</td>
<td>Bentley, John S.</td>
<td>Roanoke, VA</td>
<td>792</td>
<td>Miller, Robert E.</td>
<td>Spring Hill, FL</td>
<td>818</td>
<td>Bobo, Stanley D.</td>
<td>Hurst, TX</td>
</tr>
</tbody>
</table>
Below are web addresses and toll-free telephone numbers for the various companies that administer benefits under the NRC/UTU and national health and welfare plans. Utilizing the websites listed below will allow you to track claims, review participating physician directories, check benefit eligibility, order prescription medicines and more. If you have Internet access, the UTU encourages you to visit these websites and take advantage of the services and up-to-date information available.

**Employee Benefit Providers**

**Medical Benefit Plans**

**Regence Life & Health Insurance Co. (BCBS)**

- NRC/UTU Health & Welfare Plan
  - Information Line: 1-888-977-2583
- UnitedHealthCare (www.myuhc.com)
  - Information Line: 1-800-691-0013
  - Managed Care Program: 1-888-445-4379
  - Medical Management: 1-800-842-4555
- National Health & Welfare Plan (GA-23000)
  - Information Line: 1-800-842-5252
  - Managed Care Program: 1-800-842-9905
  - Medical Management: 1-800-842-4555
- Early Retirement Plan (GA-46000)
  - Information Line: 1-800-842-5252
- GA-23111 Policies
  - Claims and Information: 1-800-842-5252
  - Plan D Claims and Information: 1-800-809-0453

**Aetna U.S. Healthcare** (www.aetnaushc.com)

- NRC/UTU Health & Welfare Plan
  - Managed Care Program: 1-888-332-8742
- National Health & Welfare Plan (GA-23000)
  - Managed Care Program: 1-800-842-4044
- Railroad Employee National Dental Plan (GP-12000)
  - Claims and Information: 1-877-277-3368

**Mental Health, Substance Abuse Programs**

**Magellan Behavioral Health**

- Claims and Information: 1-888-724-5006

**ValueOptions (www.valueoptions.com)**

- Claims and Treatment Certification: 1-800-934-7245

**Prescriptions Drugs**

**Merck-Medco (www.merckmedco.com)**

- Claims and Information: 1-800-842-0070
- GA-23111-D Prescription Drugs: 1-800-842-0304

**Life Insurance Benefits**

**Minnesota Life Insurance**

- Claims and Information: 1-800-328-9442

**MetLife (www.metlife.com)**

- Claims and Information: 1-800-310-7770

**Vision Benefits**

**Railroad Employees National Vision Plan**

- Claims and Information: 1-888-877-4782

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**UTU gives Brass Lantern Award for caboose**

The winner of the 2001 UTU Brass Lantern Award is Howard Smith of Grove City, Ohio. The UTU Brass Lantern Award is given each year to the builder of the best model caboose at the National Model Railroad Association's (NMRA) annual convention. It is one of the union’s highest honors.

Smith, 61, is a mechanical engineer for a company that makes surveillance equipment. He is married with two children. He has been interested in model building since a child and has built hundreds of models over the years, the vast majority railroad models. He has attended the NMRA’s convention many times, but this was his first submission at the national level. He beat out nine competitors.

The winning model is a 1930s Baltimore & Ohio Railroad Class I5 wooden caboose in the 1/87th HO scale. It was built in 1977 from an article written in Model Railroader magazine in 1960.

Virtually everything on the model, except trucks, wheels and couplers, was crafted from scratch. The model took about three months to build. The roof comes off to reveal bunks, storage lockers, a stove and sink, a coal bucket, even the mirror on the wall.

“I appreciate receiving the UTU Brass Lantern Award,” Smith said. “Over the years I have watched other people win it. When I walked into that room I had every hope of winning it and I am extremely proud of it. To me this is the best award I have ever won. It doesn’t get any better than this. I thank the union very much.”

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The UTU News is a publication of the **United Transportation Union**.
Experience the Panama Canal with a twist! Active and retired UTU members and their guests are invited to enjoy a unique fraternal travel opportunity in the spring of 2002 when the UTU Travelers Club sponsors its Roundtrip Panama Canal Cruise aboard the Princess Cruise Line’s Sun Princess.

Set for March 6 through March 16, 2002, the Roundtrip Panama Canal Cruise provides a twist on the traditional 10-day cruise of the canal, offering the convenience of sailing from, and returning to, Ft. Lauderdale, Fla.

With cabin prices starting at just $1,372 per person (based on double occupancy), this Love Boat adventure gives those who were closed out of our sold-out Fall Foliage Cruise aboard the Crown Princess another opportunity to experience Grand Class cruising, where big-ship choice combines with small-ship intimacy to create an experience unlike any other.

Pampered guests aboard this cruise will embark from Ft. Lauderdale on Wednesday, March 6, and set sail for arrival on March 8 in Cozumel, Mexico. From there, travelers will head to the charming, British-influenced island of Grand Cayman. After a day at sea on March 10, participants will dock at Limón, Costa Rica, which offers white, sandy beaches and misty mountains draped in lush rainforest.

On March 12, the real adventure begins when the ship enters the Panama Canal at the Gatun Locks and heads for Gatun Lake, an immense 168-square-mile artificial reservoir surrounded by lush, impenetrable jungle.

Returning through the same locks, the ship cruises to Cartagena, Columbia, where travelers will get a glimpse on March 13 of colonial Spain as they stroll into the 16th century walled city boasting local boutiques that offer the world’s finest emeralds.

Two days at sea on the way back to Ft. Lauderdale give travelers ample opportunity to discover why Princess cruises outclass the rest.

To receive a brochure and reservation form, 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.)