**News & Notes**

**NTSB cites driver in crash**  
WASHINGTON, D.C. – Safety officials last month said a truck driver’s failure to heed the flashing lights, ringing bells and lowered gates at an Illinois railroad crossing caused a fatal collision with an Amtrak train. The driver, John R. Stokes, may have been overworked when he tried to beat the train through the crossing, the National Transportation Safety Board said in its final report on the March 15, 1999, crash that killed 11 people. Stokes had worked more hours than allowed, with just three to five hours of sleep. Investigators reported that the lights, bells and gates were working properly as was properly rested. Investigators reported that the

**Board approves new line**  
WASHINGTON, D.C. – The Surface Transportation Board (STB) has given final approval for the Dakota, Minnesota & Eastern Railroad to build a 280-mile rail line to tap into the coal mines of Wyoming’s Powder River Basin, subject to a number of environmental mitigation conditions and the requirement that DM&E use environmentally preferable routes. The DM&E project represents the largest rail line construction proposal ever considered by the agency, and the environmental review process and the environmental conditions imposed by the agency reflect the unique scope of the project, the STB said.

**Layoffs hit Beech Grove**  
INDIANAPOLIS – Amtrak will lay off 228 workers at its maintenance shops in Beech Grove, Ind., as part of cost-cutting moves, the Associated Press reported. The layoffs were not unexpected at the facility, which employs 840. Nationwide, Amtrak is laying off 1,000 workers – 700 of them union workers and 300 managers – as part of a bid to save $285 million in the current budget year, which ends Sept. 30. Beech Grove was hit hard because much of the nationwide cutback is in capital spending, which means orders for new and refurbished rail cars and equipment – the main work performed at Beech Grove – will drop.

**Amtrak summit proposal gains**  
WASHINGTON, D.C. – The United Transportation Union’s proposal for a top-level summit on the future of Amtrak is winning support in Congress and from the nation’s mayors. The proposal, advanced by UTU International President Byron A. Boyd, Jr., would bring freight railroad chief executives and rail labor leaders – those who best understand railroad operations, economics and labor relations – to a single meeting with congressional leaders and federal transportation officials to map an effective and viable means of preserving a national rail passenger network and ensure that 25,000 loyal Amtrak employees across America do not suffer a similar fate as Enron employees. House Railroad Subcommittee Chairman Jack Quinn (R-N.Y.), a long-time and consistent friend of the UTU, praised the UTU’s proposal.

**UTU applauds Metra grants**  
CHICAGO, Ill. – The Chicago area Metra commuter rail system recently received an important boost to its continued expansion plans with the signing of full-funding grant agreements with the U.S. Department of Transportation. The three agreements cover the federal share of the combined $585-million price tag for the expansion work. While the Congress still must approve annual appropriations, the agreements commit full federal financial support for the projects. UTU members working on the Metra commuter system are members of Local 281, Milwaukee, Wis., Local 653 at Blue Island, Ill., and Local 1290 at Chicago, Ill.

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**FOR THE LATEST NEWS ON REMOTE CONTROL PROJECTS AND CONTRACT NEGOTIATIONS, SEE THE UTU WEBSITE:**  
WWW.UTU.ORG

**Negotiations continue with nation’s carriers**

CLEVELAND, Ohio – The UTU’s negotiating team reports “meaningful progress” toward agreement on a new wage, rules and health care package for UTU members employed by railroads represented by the National Carriers’ Conference Committee.

UTU negotiators have met twice with their carrier counterparts since early January and, on Feb. 8, UTU International President Byron A. Boyd, Jr., reported a third round would be held shortly. “Like you, I wish things could move more quickly and that we could get precisely what we desire—which is, more, now,” Boyd said. “But as I have said before, patience and perseverance are crucial tools in successful negotiations.”

Boyd promised members that the UTU negotiating team “is not going to accept, on behalf of our train and engine service and yardmaster employees, a concessionary package. And the carriers know it!”

The carrier negotiators last year agreed to end the pay disparity between pre- and post-1985 employees. Specifically, the carriers agreed to eliminate the dual basis of pay and entry rates for current employees. That translated to a 27% wage increase for post-85 employees and a 12.9% increase for pre-1985 employees without a single work rule concession by UTU negotiators. The UTU bargaining team also secured a new pay system to include trip rates that would preserve local conditions. Overtime would continue to apply in the same manner it always has been applied.

The carriers also had agreed that trip rates would be computed at pre-1985 conditions, allowing parity to be achieved for all UTU members regardless of seniority date. That would bring post-1985 employees up to pre-1985 employee levels and eliminate the dual basis of pay. Ending the dual basis of pay would bury, for good, the carriers’ perennial demand to increase the basic-day mileage. The carriers had been looking to increase the basic day from 130 miles to 160 miles, which would have meant a 23% giveback.

For yardmasters, the UTU negotiating team won from the carriers the same increases in compensation as other crafts, compensation for transfer time, enhanced sick pay and the same vacation compensation that is paid operating employees.

That tentative agreement for train, engine service and yardmaster employees never went out for ratification because the railroads stalled over the

*Continued on page 10*
Local 4, Charny, P.Q.
The local will be sponsoring and organizing the Sixth Annual Railway Colloquium on Safety and Security Matters in Quebec City on April 30 and May 1, 2002, said Secretary and Treasurer Louis-François Garceau. For more information, call Garceau at (418) 832-1502 or send e-mail to yahwe@total.net.

Local 60, Newark, N.J.
New Jersey Transit employee Gary J. Kuipers, Sr., commander of AmVets Post 4, recently had the honor of affixing his signature to a Department Commanders’ Appreciation Certificate recognizing Local Vice Chairperson Pat Reilly for his efforts on behalf of the local’s members. In a letter that accompanied the certificate, Brother Kuipers drew special attention to Brother Reilly’s efforts to assist recently deceased Brother Gene DeHaven and his family during their time of need. “What you did for them went well beyond the call of union duty,” Kuipers wrote. “We can’t thank you enough for helping Gene live his last days in dignity.”

Local 239, Oakland, Cal.
Union Pacific trainmen and switchmen expressed their pride in seeing Switchmen’s Local Chairperson Brian Lewis selected as an Olympic torchbearer. Brother Lewis, formerly switchmen’s chairperson for Local 1750, carried the torch three blocks uphill in San Francisco on January 18. Known for his tireless work in representing fellow members, Lewis also has a reputation for supporting labor and other social causes in the San Francisco Bay area.

Local 240, Los Angeles, Cal.
Members of the local working for Union Pacific recently extended their sincere thanks to the UTU for the 30/60 retirement bill. “We would like to especially thank Brother James Brunkenhorfer for his incredible effort to pass this bill,” said Secretary and Treasurer Fred G. Comeau.

Local 313, Grand Rapids, Mich.
Mike Bradley recently thanked members of the local, which includes CSX and Norfolk Southern employees, for choosing him to serve as the local, which includes CSX and Norfolk Southern employees, for choosing him to serve as their vice local chairperson.

Local 771, Needles, Cal.
Members employed by BNSF recently offered a congratulatory letter marking the occasion of his retirement.

Local 1393, E. Buffalo, N.Y.
Members of the local, employed by Conrail, are forwarding congratulations to retired former Assistant General Secretary & Treasurer Daniel W. Collins, who marked 60 years of union membership on February 1. Brother Collins, a member of the 40-person committee that wrote the original unionification agreement and paved the way for creation of the UTU, also received a congratulatory letter marking the occasion from UTU International President Byron A. Boyd, Jr.

L-262 & 1462, Boston, Mass.
A special joint meeting of the two locals was arranged last month to give members and their spouses a chance to ask a U.S. Railroad Retirement Board representative questions about the effects of the recently enacted Railroad Retirement legislation, according to Secretary and Treasurer Dave Bowe (L-1462).

Local 1558, Bergenfield, N.J.
Members working for Rockland Coaches joined Vice Chairperson Mo Mawajdeh in sending to former UTU Vice President and Director of the Bus Department Bernie McNelis his best wishes as he recently entered retirement. “We wish you the best luck and thank you again for your hard work and dedication,” Mawajdeh wrote.

Local 1563, El Monte, Cal.
As this issue went to press, a barbecue was being planned to mark Black History Month. Local Secretary Robert DeLaFuente said three Los Angeles County Metropolitan Transportation Authority (MTA) divisions are represented by his local, and each can expect 300 or more to attend the barbecues they hold. Brother DeLaFuente also said plans were being made for upcoming Cinco de Mayo celebrations.

Local 1620, Elkhart, Ind.
Donations made by members of the local during the past year to the Salvation Army, the United Way, the United Labor Agency for Community Service and the “Labor in the Schools” program at Indiana University (South Bend) went twice as far thanks to the generosity of Designated Legal Counsel Hoey, Farina & Downes. According to Legislative Representative Steven R. Filbert, the law firm matched the local’s annual contributions, giving a boost to many worthy organizations.

Local 1697, Lubbock, Tex.
On behalf of the members employed by Texas, New Mexico & Oklahoma Coaches, General Chairperson Roy G. Arnold expressed best wishes to former UTU Vice President and Bus Department Director Bernie McNelis on the occasion of his retirement. “You will always have our undying thanks for touching the lives of so many women and men,” Arnold wrote.

Local 1846, W. Colton, Cal.
Members working for Union Pacific are mourning the sudden loss of Brother John P. O’Brien, a well-regarded conductor who succumbed suddenly to respiratory problems on February 1, according to Local Chairperson Wayne Hodgins.
Arkansas
A retired UTU member from Local 656 at North Little Rock recently contributed $1,000 to the UTU’s Transportation Political Education League (TPEL), reported State Legislative Director James Matthews.

Tommie B. Carleton, a longtime UTU member who retired from the Missouri Pacific Railroad, had the contribution deducted from an annuity he maintained with the UTU Insurance Association.

“Brother Carleton believes in TPEL,” Matthews said. “It’s obvious from his contribution that he understands and appreciates the role TPEL plays in electing lawmakers who will work with the UTU. I can’t thank him enough for this generous contribution.”

Following his retirement, Carleton “went south” and now resides in the state of Texas.

North Dakota
UTU locals in North Dakota will be holding their annual round of special meetings in April and all active and retired UTU members and their spouses are invited to attend, according to Legislative Director John Risch.

UTU International officers, general chairpersons and representatives from the UTU Insurance Association will be in attendance, as will representatives from United Healthcare and the U.S. Railroad Retirement Board.

The meeting times and dates are as follows:
Local 1344: Meeting will be held at the American Legion Club in Mandan on Tuesday, April 9, at 7:30 p.m., and will be followed by a social hour at 5 p.m. and dinner at 7 p.m.
Locals 980/1137: Meeting is scheduled for 2 p.m. at the Holiday Inn in Fargo on Wednesday, April 10, and will be followed by a social hour and luncheon. Red River Valley and Western Railroad in Pocatello.

April 10, at 7 p.m., at the Ole Kettle Restaurant in Breckenridge, Minn. Those interested in meeting for dinner should arrive by 6:30 p.m.
Local 525: Members will meet at the Holiday Inn in Grand Forks on Thursday, April 11, at 2 p.m. A social hour and luncheon will follow the meeting.
Local 1059: Members will hold their special meeting in conjunction with a retirement banquet at the International Inn in Minot on Friday, April 12, at 1 p.m. A 6 p.m. social hour is scheduled and will be followed by the retirement banquet.

Nebraska
Legislative Director Ray Lineweber reported that the Nebraska State Legislature is now in session and will soon address the “two-person” train crew bill that is a carry-over from last year’s legislative session.

Lineweber also reported that the legislature, at the urging of the UTU, conducted study hearings on fatigue in the rail industry and, as a result, will review the fatigue issue in a roundtable format with labor and management. “Hopefully, law- makers will enact legislation for the year 2003,” Lineweber said.

“This is the only way to halt the onerous railroad management attendance guidelines and to bring fair treatment to those employees who do want some time off after having worked, or having been available for work, for seven days,” Lineweber said.

Arizona
A campaign to increase participation in the Transportation Political Education League among members of UTU Local 1091 at Glendale has resulted in a 23% increase in TPEL membership in the local and a 21% increase in the local’s average contribution per month, reported Legislative Director Scott T. Olson.

After concluding that TPEL was instrumental in securing passage of the Railroad Retirement bill by the Congress and the handling of last year’s FELA bill in Arizona, Local 1091 Legislative Representative Steve Coffey and Local Chairperson Glenn Bay decided to conduct the drive to “ensure your retirement and safe working conditions,” Olson said.

“All of us in the UTU owe a lot to those who participate in TPEL. Without their help, and that of Coffey and Bay, we would not be the political force we are today in Washington, D.C., and Phoenix. I hope that other locals around the country see the importance of being part of TPEL and either raise their contributions or...become members,” Olson added.

The TPEL drive will continue for about two months, with personal phone calls being made by Coffey and Bay to members who do not already contribute. Current TPEL members will also be called and asked to increase their contribution.

 Olson said the drive would likely make the local the highest contributor in the state.

Idaho
Local 78 Chairperson and Legislative Representative George Millward assumed the duties of Idaho state legislative director earlier this year and has been the driving force we are today in Washington, D.C., and Phoenix.

“George has served his local, UTU Local 78, and its members for more than 25 years. George is, and continues to be, a very loyal UTU officer and member. He will represent all rail labor union members to the best of his ability, as he always has,” said Farris in a letter to UTU News.

Millward had previously held the post of UTU state legislative director for eight years in the late 1980s to the mid 1990s, Farris said. Millward is also serving as chairperson of the state’s legislative board.

Millward is employed by the Union Pacific Railroad in Pocatello.

Bus Department
By Percy Palmer

What is the real meaning of “unity”? We talk about strength in our union and we say that unity is strength. Now, what is “unity”? To define unity, the phrase “esprit de corps” comes to mind. It means a spirit of togetherness, which should exist in any group or organization. It means working together, hand in hand, one with another for the good of the organization. It means that we must consider ourselves as a chain. Remember that a chain is only as strong as its weakest link. We cannot afford to have a weak link or we will all be weak.

Let us help our brothers and sisters who need help. Let us help our locals that need help. This is what the whole idea of unity and unionism is all about.

Corporations are uniting these days, but, instead of using the same terminology, they are referring to it as “mergers.”

With regard to the Brotherhood of Locomotive Engineers, they have missed out on a golden opportunity to merge with us; they did not seem to have the vision to grasp the opportunity.

On behalf of the Bus Department, I want to take this time to thank President Byron Boyd for his efforts in that direction, as well as all the people who worked so hard with him.

Mark my words: The BLE is going to be begging to join forces with us.

Yardmasters
By Don Carver

Safety happens if we make it happen Safety is, and appropriately should be, our first on-duty concern, whether railroader, bus driver or pilot. We must be concerned about the safety of others, as well as our own safety. Safety is only achieved, however, through education, vigilance and communication.

Technological changes create the need for a reassessment of our routines as they apply to safety. Old-head railroaders can recall the changes in safety concerns with the advent of walkie-talkies. We are now able to maintain visual contact with the other crewmembers. Computerization entered the picture, to control the throwing of switches and car retarding. With the introduction of each new technology, safety became more and more the responsibility of employees. If we want to work in a safe environment, it is up to the employees to create that environment. I know it is the responsibility of employers to provide us with a safe workplace. But, to be truly safe, WE must make it happen.

Remote-controlled engines are not new in the industry, but they are new on the railroads. Remote control pilot programs are being developed across the country. This technology, like others before, will create a need to revisit our safety concerns and practices. Some carriers are making a genuine effort to train employees in the safe use of this technology. Other efforts on others appear to be less genuine. The old approach of “There it is; you make it work” appears to be the training and education program developed by some carriers. Every employee associated with the new technology should be fully trained and qualified before implementation at any location.

Safety in the workplace will only be achieved through education, vigilance and communication with fellow employees.
Rails’ promises of growth ring empty with employees

The results are in, and they are not pleasant. America’s railroads continue to lose the marketing battle with trucks. Where railroads moved almost 14% of America’s freight in 1991, the railroad share of intercity freight revenue has dropped to 9%.

Trucks are capturing all the growth in the U.S. economy. Railroads are setting for truckle down.

This state of affairs isn’t the fault of employees. Railroads have slashed their workforce by 63% since 1980, and by 18% since 1991. How much harder are rail employees working for the railroads? The railroads’ data which tracks revenue ton-miles per employee-hour worked shows that each remaining employee has almost quadrupled his or her productivity since 1982.

Since 1991, each employee has increased his or her productivity by more than 60%. That’s the result of fewer workers and liberalized work rules.

Yet, railroads still are not winning freight back from the highways despite two decades of promises to labor, elected officials and regulators that they would. Each of the mega-mergers approved by regulators was predicated, in large part, on the ability of railroads to compete against trucks.

The problem, say shippers, is investment. Railroads haven’t invested in computer systems to match truckers in tracking freight.

Average train speeds remain slow because many intercity corridors are clogged. Many classification yards are antiquated.

America’s rail network is inadequate for the task. Rather than invest in service improvements to grow the business, major railroads instead have torn up or sold off track and bought out competitors.

It is time for railroads to put the bucks behind their promises and make the investments necessary to deliver the world-class service that will reverse what the carriers concede to be an intolerable trend of freight migrating to the highways.

Don’t overlook benefits
by Paul C. Thompson
UTU International Assistant President

It is easy to overlook some of the benefits of union membership. Your union provides you with many more benefits than wages alone.

Consider fringe benefits that the UTU has negotiated on behalf of employees of major railroads.

As of January 1, 2002, the major railroads provided UTU-represented employees with $2,674.11 per month in fringe benefits, which comes to $32,899.35 per year.

This amount is in addition to wages earned. Of Americans are working without any fringe benefits and millions more that do have fringe benefits receive nothing near the value of UTU-member fringe benefits.

For many Americans, the combined total of their wages and fringe benefits does not even equal the value of UTU-member fringe benefits. Just since January 1, 1998, the value of UTU-negotiated fringe benefits for major-railroad employees has increased by $563.52 per month, or $6,762.09 annually.

Our wages have not been standing still, either. As President Boyd states in an article beginning on the front page of this UTU News issue, he shares your frustration that negotiations on a new wage and rules package have not yet produced an agreement that can be sent out for ratification.

But, UTU-represented employees still have been receiving wage increases while these negotiations continue.

That was not the case until the UTU argued successfully before Arbitration Board No. 559 in 1996 that cost-of-living increases should be paid by the carriers during the period the two sides are negotiating a contract renewal. This ensures that our members’ wages are not eroded by inflation during the negotiating period.

The so-called Harris COLA (named after a member of that arbitration panel) is applied every six months.

Since July 2000, when the existing contract was relooked, COLA increases have totaled approximately $153.60 per month or $1,843.20 per year for road employees and $76.80 per month or $921.60 per year for yard employees.

These COLA increases are being paid while negotiations toward a new agreement continue.

As President Boyd has made clear, one of the reasons for the drawn-out negotiations during this round of bargaining is that the carriers are insisting that employees pay a large portion of the medical expenses. UTU has increased separately by approximately 87% during the past four years, and are projected to continue to increase at approximately 20% annually.

As you know, we are fighting the carriers on this because the UTU’s unique health-care plan saved the carriers $10 million.

We told the carriers that, before the UTU will even talk about additional cost sharing, we must address cost containment issues through improved administration and management of existing health-care plans.

We all want more and we want it now. Your union is working to deliver for you.

And, while frustration over the pace of these negotiations builds, let’s not lose sight of what patience and persistence has delivered for each of us in the past.

Dear Railroad CEO: Now is the time to invest

Dear Mr. Railroad CEO:

It’s me again. I represent the men and women who depend upon you every day to make the right decisions so that their jobs remain secure. Secure jobs with living wages and health-care benefits permit Americans to afford decent housing, qualify for a mortgage, buy a dependable car and finance their children’s education.

We know business has been slow. But, the history of business cycles is that customers will return and revenue will again grow. There is a benefit to a business slowdown and that benefit is lower prices and lower interest rates.

So, now would be an excellent time for you to invest in your plant and equipment so that, when business returns, your company is in an excellent position to handle it promptly and reliably.

In the past you have waited for your system to return to maximum utilization before making new investments. You allowed trains to back up on sidings and crews to be outlawed because of delays. That caused customers with options to flee to trucks and their captive shippers to complain to regulators and lawmakers. When you did invest in improvements to ease congestion, you not only competed for scarce dollars at high interest rates and high prices, but our Brotherhood of Maintenance of Way Employees and Brotherhood of Railroad Signallers
Negotiation is more effective than capitulation
by Byron A. Boyd, Jr.
UTU International President

Nobody has made a greater contribution to railroad productivity than the rank-and-file. Railroaders, diesel locomotives and rear-end devices claimed tens of thousands of operating jobs while the carriers reaped substantial productivity improvements.

Rail labor did not capitulate, except for one union. Resistance proved futile after one union—certainly not the UTU—remained committed to gaining at the expense of all the others. No matter how hard we fought the job losses, they occurred anyway. And, we got virtually nothing in return.

When rail labor—except for one union—said to the carriers, “No more giveaways,” the railroads took us to the wall. Presidential Emergency Boards, Congress quickly crommed new agreements down our throats.

Take a look at the record. Within hours of non-wage-related work stoppages, federal courts issue back-to-work orders and arbitrators determine our fate. As for wage-related work stoppages, the record is similar. Since World War II, Congress has halted every national railroad strike (except for the UTU’s 21-day selective strike in 1971) within hours or, at the most, days, and forced new agreements upon us.

We must learn from history or pay a steep price. That is why, with regard to remote control technology, we chose to negotiate in exchange for something valuable. Rather than say, “Hell no,” to remote control technology as we unsuccessfully said, “Hell no,” to railroads and end-of-train devices, we have embarked on a new course called negotiation.

Don’t for a moment confuse “negotiation” with “capitalization.” Negotiation first means an ironclad guarantee that no train and engine service jobs will be lost or compensation reduced because of remote control pilot projects. Negotiation means that UTU general chairpersons are taken seriously. Negotiation means that recom-

mendations of UTU general chairpersons are taken seriously.

Negotiation also means that UTU-represented employees assigned to remote control operations will receive adequate training. And, negotiation means that remote control pilot projects will remain pilot projects until the safety of remote control is assured.

Only after we are satisfied with the protections will we send a permanent agreement on remote control out for ratification.

And, if we didn’t choose negotiation! The carriers allege they have the authority to unilaterally implement remote control without providing any job or income protections. Maybe they do, and maybe they don’t, but we have been down that painful road where third parties determined our fate. Negotia-

tion is not capitulation when the UTU does everything in its power to ensure that no train and engine service employee loses his or her job or is placed in a worse economic position as a result of remote control implementation.

Negotiation is not capitulation when we make clear that there will be no taking of extras’ money for someone’s job, leaving a brother or sister on the street for this new technology.

Note that I referred to every train and engine service employee. Since the UTU is the only organization that can provide this protection to train and engine service employees, and since I have always taken this position with any control over the process of remote control implementation, it is incumbent upon us to protect all train and engine service employees.

As part of this protection, I assure you that the UTU has absolutely no intention of repeating another tragic mistake of the past: leaving freemen dangling in the wind for $1.50 per day.

Another assurance the UTU is demanding from the carriers is that they use remote control technology to improve railroad service. It is distressing that railroads have failed to match the service quality of truckers, who have been grabbing a bigger slice of the freight-revenue pie. Since 1990, truckers have increased their take of total intercity freight revenue by almost 9% while the railroads’ market share has declined by almost 35%.

Technology has worked well for railroads in the past. Technology is going to work well for both railroads and our members in the future. We can assure that result more effectively with a seat at the negotiating table than we can by hav-

ing a third party make decisions for us.

UTU represents all the operating crafts today, regardless of whether we hold a contract. That is the reality of today. That is our obligation and we hold it sacred.

Why I Belong to the United Transportation Union
by Mike Bradley
Vice Local Chairperson, Local 313, Grand Rapids, Mich.

As a post-1985 train and engine service employee working for a large, Class I eastern railroad, I am often asked why, after completing conductor and engineer training, I still belong to the United Transportation Union.

I have given this question much thought over the past four years that I have been a railroad employee and have consistently come to the same conclusion each time. I have not voted in the last three elections until this time, put it down on paper for all to see, read, debate, and comprehend.

In my opinion, the one most important fact that differentiates a post-1985 employee from a pre-1985 employee is that the latter have not had to give up their seniority rights as a trainman to take a promotion to engineer. As a dual-craft qualified employee, what type of union do I want to represent me? A union that has represented multi-craft employees.

As a dual-craft qualified employee, what type of union do I want to represent me? A union that has historically represented one craft, or a union that has represented multiple crafts?

I think the answer should be a union that represen-
	
t many crafts.

In 1969, four unions, The Brotherhood of Railroad Trainmen, The Brotherhood of Locomotive Firemen and Engeneers, The Switchmen’s Union of North America, and The Order of Railway Conductors and Brakemen, voted overwhelmingly to merge into a single union, The United Transportation Union. As a dual-craft qualified employee, what type of union do I want to represent me? A union that has historically represented one craft, or a union that has represented multiple crafts?

Later, in 1970, the International Association of Railroad Employees (IARE) was also welcomed into the nascent fold of the UTU. The IARE is an interesting note in that it represented conductors, trainmen, engineers, shop mechanics, porters, and maintenance-of-way employees. Historically, exclu-

sion and segregation characterized nearly every aspect of the lives of African-Americans, excluding their participation as members of organized rail labor. The International Association of Railroad Employees arose in response to this set of circumstances. Last, but not least, the Railroad Yardmasters of America voted in 1985 to become part of the inclusive family of the UTU.

The UTU is comprised of many crafts and is influenced by these multiple sets of circumstances. Last, but not least, the Railroad Yardmasters of America voted in 1985 to become part of the inclusive family of the UTU. The Brotherhood of Locomotive Firemen and Engeneers, The Switchmen’s Union of North America, and The Order of Railway Conductors and Brakemen, voted overwhelmingly to merge into a single union, the United Transportation Union.
Putting one’s head in the sand, like an ostrich, does not make a problem go away. Remote controls for yard locomotives have been used in Canada for about 12 years and for many years on industrial and shortline railroads in the U.S. Evidence in Canada suggests that remote control is reliable and safe.

Moreover, the U.S. railroads’ bargaining position is that they have unilateral authority to implement remote control operations without additional agreements or providing any job protections.

In part, the carriers are relying on Federal Railroad Administration (FRA) guidelines on remote-control operations and on previous arbitration in Canada.

Also, a federal court has ruled that a union may not engage in a work stoppage over implementation of remote control technology.

So, no matter what we think about remote control or new technology, we must pursue a realistic strategy that protects UTU members in the long term. Your union can either take the lead in negotiating long-term protections for members or allow events to overtake us as occurred with diesel locomotives, two-way radios and cabooses.

When it comes to remote control, the UTU has chosen to be the leader in managing a positive outcome for its members.

Indeed, the battle to protect UTU members from any possible adverse effects from the implementation of this technology is just beginning.

“We are a number of issues to be worked out before either side enters into a definitive agreement on remote control,” UTU International President Byron A. Boyd, Jr., said.

“Working out those issues first requires that we collect data relating to safety, compensation, job protection, levels of training required, economic impact and other relevant issues. One thing we all know is that new technology cannot be ignored and we are all better off understanding that technology and negotiating protections for our members. Only after we are satisfied with the protections will we send a permanent agreement on remote control out for ratification.”

The UTU already has won from the carriers a concession of job protection where remote control technology is implemented. Last year the nation’s major railroads—Burlington Northern Santa Fe, Conrail, CSX Transportation, Kansas City Southern, Norfolk Southern and the Union Pacific—signed a letter of intent giving control of remote control technology to employees represented by the UTU.

This was the basis upon which the UTU chose to go forward with remote control pilot projects, but out of the understanding that their purpose is to develop data that will determine the course of future negotiations over remote control.

The purpose of collecting that data jointly is to determine how accurate are the conclusions of the FRA, which appears to favor remote control. The purpose of collecting that data jointly is to determine how accurate are the conclusions of the FRA, which appears to favor remote control.

“Only after we are satisfied with the protections will we send a permanent agreement on remote control out for ratification.”

UTU International President Byron A. Boyd, Jr. (See Page 5)
controlled yard locomotives

These UTU members have operated yard locomotives by remote control for years. What do they think?

Dan Irwin
Locomotive Engineer
Canadian Pacific Railway

Dan Irwin is a locomotive engineer for the Canadian Pacific Railway (CP) Lines West, working in Winnipeg, Manitoba. He is legislative representative for his local, Local 1894 at Winnipeg.

For the past few years Irwin has been working full-time training employees on the use of the Canac Beltpack. He was picked for the job by his fellow UTU members because of his work on various health and safety committees.

To date, some 104 members working at the CP Winnipeg yard are trained to use the Beltpack. The technology was introduced there in 1997 and the carrier has 11 Beltpack I units running 24 hours a day, seven days a week.

Irwin said the new ergonomically designed Beltpack II units the carrier will start using in March are much lighter and friendlier to use. “We (UTU) had a hand in designing it, and it’s much better,” he said.

“The technology slows down operations,” Irwin said. “We have a 10-mpg maximum speed on our remotes, and the lower speed decreases train accidents. The frequency of accidents has dropped 50% to 60% since they were introduced; we wanted to keep the jobs. Now, the rank and file that work with the Beltpack support it.

“One of our members had 15 FRA-reportable injuries in 18 years. This guy started using the Beltpack in 1997 and has not had an injury since.”

Irwin says that wearing the Beltpack I was “initially cumbersome and tiresome to wear, eight hours a day. Certainly, there’s more equipment to carry, including the Beltpack, lantern, switch list, radio and so on. But, the new Beltpack II is much smaller and lighter, and you don’t even know you are wearing it.

“The company had to make a determination: to accept this technology or stay with the high level of accidents. You saw in the yards and maybe move the work away from the Winnipeg yard, which was designed at the turn of the century. We pushed the company hard to get this technology introduced; we wanted to keep the jobs. Now, the rank and file that work with the Beltpack support it. This isn’t the beast that you think it is.

“I know the technology is here. It is viable. So, we can either be part of the problem or part of the solution.”

Bill Bondarenko
Conductor
Canadian National Railway

Bill Bondarenko works for Canadian National Railway at Symington Yard in Winnipeg, North America’s second-largest yard. He is legislative representative for Local 990 at Winnipeg. He has been railroading 19 years and working with remote-control locomotives since 1989.

Bondarenko said he was initially suspicious of remote control operations, but now likes working with the Beltpack. “Injuries have gone down, I have to admit,” he said. “The reason why is we are taking our time. There is always a man watching the point. The man on the lead is always in control. You can only pitch (give control of the locomotive) to the other man at a complete stop.

“It is also a lot easier to make a long joint, say, 15 cars away. I’ll just stay where I am instead of riding it (the car) all the way down. We have more control because we are telling the engine what we want it to do, instead of telling an engineer what to do, or how many car lengths to move. It only takes the locomotive a half-second to respond to our commands.”

Bondarenko said the carrier has supplied each yardman with a small, powerful chip-on-goose-neck lamp that goes on the Beltpack harness so you can see the yardman doesn’t have as much equipment to carry. “That has made things easier,” he said.

Bondarenko said employees coming on the job take about 15 minutes for initial testing, which includes setting up the Beltpack unit. “You take your Beltpack and hold it up to the computer in the engine. The computer recognizes your Beltpack, and only that Beltpack can control that unit. Then, the BLE made an about-face, but the jobs already had gone to UTU, so the matter went to arbitration. “We had no choice,” Irwin said. “And, in arbitration, there is always the danger the arbitrator will rule beyond what he is given, and that happened here. We were awarded an additional $3.70 per shift for the work, but we could have gotten much more if we hadn’t gone to the arbitrator. You will have the benefit of our lesson down in the states.”

Irwin said many BLE members there are rethinking their union service and being represented by the UTU agreement, where would you dues money go?” he asked.

Andrea Surgeoner
Yard Worker
Canadian National Railway

Andrea Surgeoner is a yard worker at Canadian National Railway’s MacMillan Yard in Toronto. She is vice local representative, alternate legislative representative and Health and Safety Committee member of Local 483 at Toronto. She has been railroading for 12 years and using remote-controlled yard locomotives for eight years.

The difference between the two operations! “It’s so much quieter with remote controls, she said. “There’s not so much talking on the radio, You are off and working by yourself. Sometimes it gets kind of lonely.”

“We went through the growing pains” when remotes were introduced, Surgeoner said. “Now that people have adjusted, the accident rates are much lower.”

She praised the new Canac Beltpack II, which have been in use for more than a year. “They are much better, much more comfortable,” she said. “The only complaint we have is if you are moving a long cut of cars, there is nothing on the box to tell you if the locomotive is moving. You can wait a while for the slack to run out before knowing if the engine is moving. But, that is more of a nuisance than anything else.”

There are many benefits to remote-control operations, she said. “Coupling tracks is easy; you are in control. If you cross in front of those cars, you know they will not move. After you get skilled at it, you can make nice couplings. It is rare to have a big ‘bang’ anymore.”

“The best advice I can give is that the person on the leading end should be in control of the engine at all times. It is a habit you should get into right from the beginning.”

Surgeoner admitted that the pay differential for working remote-controlled jobs in Canada was not great, but that a new contract recently negotiated with the carrier contains significant increases in yard rates to make up for the increased responsibility.

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WASHINGTON, D.C. – President Bush last month outlined a $300-billion, 10-year health care plan that he said would overhaul Medicare, offer seniors a prescription-drug discount purchasing card, and ban insurers from refusing to cover those with genetic diseases.

To help some of the 44 million uninsured U.S. citizens get health coverage, Bush also proposed tax-free “medical savings accounts” to help individuals pay deductibles, as well as $89 billion in tax credits to make private health insurance more affordable.

Most of the proposals were included in Bush’s fiscal 2003 budget plan. In total, the president proposed spending an additional $190 billion for Medicare over the next decade, which Democrats and some Republicans say is inadequate.

While Bush has promised seniors help with prescription drugs since his presidential campaign, he still has offered few specifics on how to accomplish the goal.

Sen. Edward M. Kennedy (D-Mass.), the president’s key ally on education reform, blasted the budget’s approach to health care.

“For senior citizens,” Kennedy said, “the administration’s budget is just another broken promise. Its commitment to prescription drug coverage under Medicare is less than for new tax breaks, less than the Republican Congress supported last year, and far less than is needed to give the elderly the protection they need.”

Meanwhile, veterans groups and their congressional allies said they will resist an administration proposal to help finance the Veterans Administration (VA) health care program by asking some veterans to pay a $1,500 annual deductible.

The Department of Veterans Affairs said increased usage, along with higher drug costs, health-care inflation and new mandates such as emergency, mental health and long-term care, “have all contributed to a financial challenge and hard budget decisions.”

If Congress resists creation of a deductible, the administration may seek reimbursement from Medicare for services provided by the VA.

Bush pitches health care plan short on drug-coverage details

Retired railroaders from all crafts are invited to join the fun in St. Petersburg, Fla., at the annual picnic begun in 1991 by Indianapolis-based New York Central and Conrail retirees, said UTU Retiree Program member Joe Alenduff of Local 1963, Louisville, Ky.

This year’s Retired Railroaders’ Picnic will be held on March 16 in St. Petersburg’s Ft. DeSota Park at Shelter No. 15. The event runs from 11 a.m. to 3 p.m. Alenduff said, with participants urged to bring their own place settings and a dish or two to share. Iced tea and coffee will be furnished by the organizers.

For information, call Alenduff at (813) 522-6808, or send him e-mail at joe.pat@verizon.net.

Arrangements in place for St. Petersburg picnic

Retired RNSF switchman James J. Ferder left the railroad in 1998 because of progressive blindness due to diabetes, but his current project will light the way for generations to come who wish to trace their roots through Mandan, N.D.

According to Brother Ferder, Mandan has been a rail town for more than 100 years. Situated along the main line of the former Northern Pacific, Mandan was incorporated in 1881, and today boasts a classification yard. Generations of railroaders can trace their roots to the city—but only if they can find the documentation.

Thanks to Ferder, who served as chairperson of Local 1344, Mandan, N.D., for three years and secretary for 10 years, that task will soon be a lot easier. “When I started pursuing genealogy as a hobby,” said Ferder, “I figured it would be a nice thing to record all the information from the town’s cemetery and make it available on the Internet.”

Beginning the project last summer, Ferder hopes to complete the database this summer. With the help of the Germans From Russia Heritage Society, with headquarters in Mandan, the information should be available to anyone with Internet access by year’s end.

“I spend about eight hours a day at the cemetery, and another eight hours putting the information into the computer,” Ferder said. “There’s between 12,000 and 15,000 people buried there. I’m including not only who’s buried there, but their birth and death dates, family information regarding siblings, and the military records of veterans.”

Some of the information Ferder collects is available from the city auditor’s office but isn’t available online, and some administrations over the years kept tidier records than others. “I’ve been comparing my list to Mandan’s official list, trying to reconcile the two,” said Ferder.

Ferder acknowledged the job can never be “finished,” and is still considering options for adding information to the database as new burials occur.

Retiree engages in grave project

The U.S. Railroad Retirement Board (RRB) recently sent a congratulatory letter to Elmer Fink of Local 528, Chicago, Ill., who marked his 100th birthday on January 30, 2002.

According to the RRB, Brother Fink was last employed as a conductor on the former Chicago and North Western Railroad.

“Our records indicate that...you have been on the board’s annuity rolls since February 1968,” the RRB wrote. “It is given to few to enjoy their retirement for the number of years you have. Please accept our warmest wishes for your continued life in good health.”

Retiree marks 100th birthday

BUSH NEWS

THE FINAL CALL

Senior News

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Voices:

Daniel L. Gadson
L-847, Birmingham, Ala.

“I’m a CSX yard conductor, and I’ve been working a rail job for 32 years. That much time certainly affects my work, because I’d be out the door! I’d retire. I would definitely live differently. I would buy things I’ve always wanted. I’d be a widower, so I’d make sure my children and grandchildren got a piece of the pie. I’d donate some to the church and some to TPEL, because they both deserve a donation, and I would invest some of it for the future. I’ve got a nice home now, but I’d look at finding some new real estate. And, I’d probably do a little traveling. I’ve always wanted to go to the Caribbean.”

What would you do with a million dollars?

James Sloan
L-340, Connellsville, Pa.

“I’m a CSX conductor. I started with B&O 31 years ago. I’ve been a local chairperson for 10 years, a delegate three times, and always stayed active in the local. I’ve got about three years left to work, so I believe I’d keep working until my time’s up. I’d probably hang in there. My wife and I are pretty basic people, and we’ve earned a good living. She and I take a vacation every once in a while, so I’m not sure what we’ll do. There’s not a lot we need. We have two children and one grandson. I guess I’d want to share it with family members, and make sure everyone’s retirement plans were secure.”

Brian P. Lewis
L-239, Oakland, Cal.

“I’m a switchman working with UP in a former Western Pacific yard. I’ve been railroading for 24 years. I’ve got five years to go until retirement, so I wouldn’t stop working. I’d try to avoid the pitfalls of quick-and-easy money. There are people who might flitter away a million dollars in six months! I’d look for a tax shelter, set up trust accounts, and do something that would provide money for charitable organizations and to address issues I think are important. I’d donate some to TPEL. Mostly, I’d make my family’s life comfortable. My wife and I like to travel. But I don’t think it would change my life.”

Robert DeLaFuente
L-1563, El Monte, Cal.

“I’ve been a bus operator for the Los Angeles County Metropolitan Transportation Authority for about 20 years, and I’m the secretary of my local. I have only two years to go until I retire, and I enjoy what I do, so I would stay at my job. I have a pretty nice house now. The money would make us comfortable, but I don’t think it would affect the way I live. My wife and I might take a cruise. I have eight children, 18 grandchildren and two more grandchildren on the way, so I’d put together a family fund for emergencies or hard times. I’d want to make sure we were all content and happy.”

PLATINUM CLUB ($1,200 or more per year)

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* = Retired Member
Negotiations

Continued from page 1

control and health and welfare," Boyd said. "Although the UTU and the carriers are setting up pilot projects on locomotive remote control in an attempt to avoid the steep price historically paid for rail traffic control, by the end of the hand all new technology, nothing will be permanent unless it is ratified by our members. We merely chose to negotiate the future of remote control in exchange for something valuable."

As for health and welfare, the UTU negotiating team has shown the carriers how UTU’s unique healthcare plan saved the railroads more than $10 million. "With the UTU leading the way in improving carrier productivity and health-care cost reduction, we should not accept a similar concessionary agreement on health care," Boyd said. "We have told the carriers that before the UTU will even talk about additional cost sharing, we must address cost-containment issues through improved administration and management of existing healthcare plans."

"Your negotiating team, which is made up of officers and chairpersons from all operating and yardmaster crafts, will continue to pursue a wage, rules and health care package in your interests," Boyd said.

"I share your frustration at the slow pace of negotiations. We would like to move faster. But, we will not trade success for expediency. I look forward to a proposal for your consideration and hopefully that proposal will come sooner rather than later," Boyd said.

Amtrak

Continued from page 1

"The summit could lead to a national passenger train policy," said Quinn during a Jan. 14 congressional hearing on Amtrak’s future.

Lake Charles, La., Mayor Randy Roach, in a letter to his Louisiana congressional delegation, wrote that the ARC’s suggestion "is reasonable and that the transportation demands of the 21st century will require us to promote environmentally acceptable alternatives to air and automobile travel."

Harrsburg, Pa., Mayor Stephen R. Reed similarly wrote his congressional delegation in support of Boyd’s suggestion for a high-level summit on Amtrak. "We join you in support of solidarity," said Reed.

Alliance, Ohio, Mayor Toni Middleton wrote Boyd, "I appreciate your concerns and you should feel comfortable that this passenger rail service advocate" supports the UTU approach.

Irvine, Calif., Mayor Larry Agran, responded to Boyd that "a national rail policy summit would be an appropriate and effective means to determine through informed consensus what is needed to assure the preservation, expansion and improvement of America’s national rail passenger network." Agran then expressed those sentiments in a letter to his congressional delegation.

Boyd’s proposal also is gaining favor with railroad chief executive officers (CEO). Union Pacific Chairman Dick Davidson told Boyd in a letter that "rail management and rail labor were able to come together to develop Railroad Retirement reform so it was that ‘an effort to achieve a similar outcome on passenger rail, Union Pacific would be very willing to participate in a working team effort to determine if there are common themes and ideas we can develop collectively."

Burlington Northern Santa Fe President and CEO Matt Rose wrote Boyd that the UTU proposal "could lead to a meaningful solution for America and bring a level of efficiency to rail passenger service that all citizens can be proud of."

"The UTU told Congress and U.S. mayors that the plan put forth by the Amtrak Reform Council (ARC) to break-up and privatize Amtrak is not politically viable."

"The congressionally created ARC recommended a reform that was broken into three pieces: one to make policy, one to oversee the tracks and stations.

Amtrak Chairman Dick Davidson told Boyd in a letter that after a transition of two to five years, private companies should be allowed to submit bids for franchises to run various routes.

ARC plan ‘horribly flawed’

"The ARC plan has frightening similarities to the horribly flawed and failed British model," said Boyd. "It also would open the door to so-called open access, whereby a myriad of non-railroad firms might gain access to privately owned freight railroad tracks—a situation fraught with safety and efficiency concerns for our freight railroad network," Boyd said.

"Most troubling is that the ARC plan would encourage Balkanization of our national rail passenger network at a time when we should be studying ways to increase the availability of intercity rail passenger service for all Americans."

Quinn noted that Boyd first brought together railroad chief executives and rail labor leaders to devise reform of the Railroad Retirement system—a reform that was passed with overwhelming bi-partisan support and signed into law last year by the President. The bi-partisan leadership of the Transportation and Infrastructure Committee (T&I) and the Railroad Subcommittee were very much a part of that process. The President’s T&I Committee and its Rail Subcommittee—could bring to the table the same cause and consensus to help preserve a national rail passenger network.

"Understanding the value to the most advanced, wealthy and mobile nation in the history of services to be efficient, it cannot rail passenger system seems so simple as to be obvious," Boyd said in his congressional testimony submitted in 2000 to the subcommittee.

"It is disappointing that the nation with the world’s most efficient rail-freight network has a third-world equivalent rail passenger system."

"Amtrak’s situation has deteriorated so rapidly that an effective solution must be found quickly," Boyd said. "What is well documented is that Congress never provided Amtrak with sufficient funding, in part because Congress doesn’t trust Amtrak management’s ability to design, operate and promote a national rail passenger system. In fact, Amtrak’s goodwill is so badly tarnished in the eyes of many lawmakers that calls for its liquidation must be taken seriously.

"The most effective way to succeed is to improve and expand our national rail passenger network and not auction the most favorable segments off to lowest-cost bidders that could cause other segments to be abandoned," Boyd said.

"The UTU thinks there is a better, more effective plan—a plan that will keep our national rail passenger network intact and safe, allow rail passengers and the rail labor leaders to negotiate rules and health care package in your interests."

"We have told the carriers that before the UTU will even talk about additional cost sharing, we must address cost-containment issues through improved administration and management of existing healthcare plans."

"Your negotiating team, which is made up of officers and chairpersons from all operating and yardmaster crafts, will continue to pursue a wage, rules and health care package in your interests," Boyd said.

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Metra grant

Continued from page 1

for projects of this type to move forward fully and without unnecessary delay. The agreements will clearly be of benefit to Metra and to their continuing efforts in expanding the system."

The specific components of the expansion work include additional second main track on the Chicago to Antioch North Central Service, extension of the Chicago-Orland Park Southwest Service to Manhattan, and extension of the Chicago-Geneva UP West Line to Elburn.

"This is a great outcome for all concerned and I thank everyone for their help," Boyd said.
Register now for the Regional Meetings!

The upcoming UTU/UTUIA Regional Meetings are guaranteed to provide plenty of fraternalism, education and fun. Each Regional Meeting lasts a full three days, with the President’s Banquet on the evening of the third day.

The New Orleans Regional Meeting has been designated the joint U.S./Canadian Regional Meeting. Bus Department workshops will be offered at the Reno and Washington, D.C., meetings only, not at the New Orleans Regional Meeting.

All those attending must be registered in order to attend any planned function. Children age 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 10 days prior to the scheduled start of the meetings or the registrant will be charged an on-site registration fee of $175.

The registration fee for the 2002 Regional Meetings is $125 per member, spouse or child over 11. You must make your own room reservations at one of the hotels listed below, and certain deadlines apply. One-day registrations also are being offered for those who would like to attend the Regional Meetings but can’t spare the time away from work or family. One-day registrations are $60.

You may cancel your Regional Meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 128-5755.

Auxiliary fun

In Reno, the UTU Auxiliary will host a tour of the famous Ponderosa Ranch, which was the home of TV’s “Bonanza” and the Cartwright family. This tour will take place on Wednesday, June 12, 2002, from 10 a.m. to 4 p.m. All persons planning on taking this tour must pre-register; space is limited. (See registration form)

In Washington, D.C., Auxiliary meeting attendees will enjoy a presentation on floral design by Tom Powell, president of the Flower Gallery and coordinator of some of the floral industry’s biggest events. This will take place on Tuesday, July 30, 2002, in the Hyatt Regency Hotel.

In New Orleans, Auxiliary meeting attendees will enjoy a cooking demonstration in the Fairmont Hotel’s renowned “Blue Room” by world-famous New Orleans chef Kevin Belton. This demonstration will take place on Friday, August 16, 2002, in the Fairmont Hotel.

Golf outings set

The UTU will hold golf outings the day before the start of the three Regional Meetings. The dates are Sunday, June 9, in Reno; Sunday, July 28, in Washington, D.C., and Wednesday, August 14, in New Orleans.

In Reno, golfers will play at the Northgate Golf Club. In Washington, D.C., golfers will enter the Marlborough Golf Club, and in New Orleans golfers will play the Bayou Oaks Golf Club.

The fee, $80 per golfer, includes transportation from the host hotel, greens fees, a golf cart for every two players, lunch and much more. Register for the golf outings in the space provided on the registration form printed on this page. Be sure to include your golf fee with your registration fee and your true handicap. There is a limit of 144 golfers per outing.

UTU Regional Meeting Registration Form

Registering before the Regional Meetings speeds sign-in procedures at the meeting site, helps organizers plan more accurately, and saves on meeting costs. These savings will be passed on to you for every pre-registered attendee. Each person attending the Regional Meeting, including family members and guests, MUST be registered in order to attend any planned event. Registration fees are $125 per person; children 11 years of age and under are complimentary. On-site registration will be $175 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms must be received 10 days prior to the start of the Regional Meeting.

Which Regional Meeting will you be attending?

Renov Washington, D.C.

Reno

New Orleans

Member Registration

Name __________________________ Local Title (if any) __________

Home address __________________________ __________________________ __________

City/State/ZIP __________________________ Daytime phone number ________

Spouse Registration

Reno

Washington, D.C.

New Orleans

Spouse name __________________________ Title (if any) __________

Will spouse/children attend the UTU Auxiliary tour in Reno?

Yes ☐ No ☐ How many?

Child Registration

Reno

Washington, D.C.

New Orleans

Child name __________________________ Age ________ Child name __________________________ Age ________

Guest Registration

Reno

Washington, D.C.

New Orleans

Guest name __________________________ Relationship to Member __________

Home address __________________________ __________________________ __________

City/State/ZIP __________________________ __________________________ __________

Golf Registration

Reno

Washington, D.C.

New Orleans

Name __________________________ Handicap ________ Name __________________________ Handicap ________

Name __________________________ Handicap ________ Name __________________________ Handicap ________

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 ☐

Card number ________ Expiration date ________ Total charged $ __________

Signature __________________________

Should additional space be needed, make copies of this form and attach to the original. This form and payment of $125 per person; children 11 years of age and under are complimentary. On-site registration will be $175 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms must be received 10 days prior to the start of the Regional Meeting. Those who do not pre-register for the Regional Meeting but instead choose to register at the meeting site will be charged a $50 penalty fee.

Online registration available at <www.utu.org>. Click on “Meetings.”
This month’s winning photo:

This month’s winning photograph was submitted by Guillermo Merino, a bus operator for the Los Angeles County Metropolitan Transportation Authority and member of Local 1607 at Los Angeles, Cal. The bus pictured is a 2001 New Flyer Low Floor model, parked at the Korean Bell site in San Pedro, Cal., at sunset, Merino said.

The UTU Public Relations Department is awarding UTU gear to the union member who submits the best photograph during the previous months. Each month’s winning photo will be published in the UTU News.

Exceptional photographs will be included on the new UTU website later this year.

The UTU would like to see photographs or digital photographs of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local, or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250. High-resolution digital photographs should be in the JPEG format and e-mailed to “utunews@utu.org”. With each photograph, please include your name and UTU local number, the names of the persons in the photo (left to right), where the photo was taken, and all other pertinent information.

All photographs submitted become property of the UTU. Remember to review your employer’s policies regarding the use of cameras on the property or during work hours.

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

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

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

Information, Please

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

(Please Print.)

Full Name
Sex
Date of Birth
City
State
Zip
Telephone Number
UTU Local Number

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

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Please recycle