



The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“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)

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 overtired 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. The board also blamed Stokes’ employer, Melco Transfer, Inc., of Peotone, Ill., for failing to make sure the driver was properly rested. Investigators reported that the lights, bells and gates were working properly as Amtrak’s City of New Orleans approached the grade crossing in Bourbonnais, Ill., 50 miles south of Chicago. The crash also injured 122 and caused an estimated \$14.3-million worth of damage.

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.

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ON REMOTE CONTROL PROJECTS
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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 February 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

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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—together 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.

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UTU applauds Metra grants

CHICAGO, Ill. – The Chicago area Metra commuter rail system recently received an important boost to its continuing 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, Wisc.; Local 653 at Blue Island, Ill., and Local 1290 at Chicago, Ill.

Explains UTU National Legislative Director James Brunkenhoefer: “The full funding grant agreements provide the funding security required

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Around the UTU

News from around the U.S. and Canada

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 Commander's 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 1730, 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 International staff who worked for all rail employees on the 30/60 retirement bill. "We would like to especially thank Brother **James Brunkenhoefer** 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 their vice local chairperson.

Local 771, Needles, Cal.

Members employed by BNSF recently offered best wishes to conductor **Carl D. Perkins**, who retired in January after a 41-year career that began in Needles in 1960 on the former Atchison, Topeka & Santa Fe Railway, according to Local Newsletter Editor **Douglas R. Gordon**. Meanwhile, members working as engineers are reminded that meetings are held for them every second and fourth Tuesday, 9 a.m. to 11 a.m., at the California Pantry at 2411 W. Broadway in Needles, according to Local Chairperson **S.R. Thomas**.

Local 1393, E. Buffalo, N.Y.

Members of the local, employed by Conrail, are



Conductor **George F. Hopkins, Jr.**, of Local 501 in Revelstoke, B.C., and his wife, **Saralene**, started a company they hope will result in safer railroad grade crossings.

Conductor invents better crossing gates

If **George F. Hopkins, Jr.**, has his way, rail grade crossings will be a lot safer in the near future.

A member of Local 501 in Revelstoke, B.C., Brother Hopkins is a Canadian Pacific Railway conductor. But he's also an inventor with a background in electronics and the desire to never see another crossing accident.

"I've seen the aftermath of crashes. It's very unpleasant," Hopkins said. "I once asked an investigator, 'Wouldn't it make sense to have better protection at these crossings?' and he said, 'Yeah, if someone could come up with an idea.'"

So Hopkins did, and his idea, now described in U.S. patent #6,212,825, is known as the Sentinel System Automatic Secondary Gate.

Standard gates block half the roadway, allowing motorists on the tracks when the gates start lowering to continue forward to escape the crossing, Hopkins said. But that design allows motorists to drive around lowered gates and into danger.

With the Sentinel System, after the gate drops into place, a secondary gate pivots out from behind the first gate and extends across the rest of the crossing, creating a long-arm gate configuration that blocks motorists from trying to cross.

"The time lag in blocking the entire crossing is the key," Hopkins said. "Anyone on the crossing when the gates start down can escape, as with standard gates. But seconds later, the standard gate is reconfigured to provide full protection."

Hopkins conceived of the modification in 1994, did some research, and discovered that without a patent or a company, he couldn't control development or qualify for grants that would help develop the idea into a proof-of-concept prototype the industry could evaluate.

He filed for his patent in June 2000 and received it on April 10, 2001. Then, he and his wife, Saralene, incorporated as Sentinel Innovative Technologies, Inc. (SITI), becoming eligible for National Research Council funding that fueled creation of a working prototype by the British Columbia Institute of Technology.

"We've just begun the promotion phase," Hopkins said, "and we're getting positive responses."

Those interested in learning more about Hopkins and his system can reach him at (250) 837-6551, or can view the company's website at <http://www.seninntec.com>.

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 unification 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** 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 worthwhile 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 Hudgins**.

State Watch

News from UTU State Legislative Boards

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**.



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 1:30 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 members of Local 1137 will meet on Wednesday,

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, lawmakers 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 1081 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 1081 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 upon the resignation of **Gregory Farris**, who relinquished the post for health reasons in early January.



Millward

"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 unionizing 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 were no longer 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 our nation's Class I carriers. 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 properly train employees in the safe use of this technology while efforts on others appears 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.



Byron A. Boyd, Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

Contact the UTU:

via telephone at (216) 228-9400

via fax at (216) 228-5755

via e-mail at utunews@utu.org

via the Internet: <http://www.utu.org>

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 settling for trickle down.

This state of affairs surely 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 1980.

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 better against trucks.

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

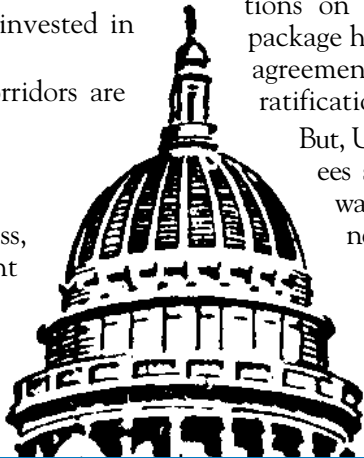
Average train speeds remain slow because many intercity corridors are clogged.

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 even the carriers concede to be an intolerable trend of freight migrating to the highway.



WASHINGTON WATCH

By James Brunkenhoefer

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 your 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 Signalmen

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 \$32,089.35 per year.

This amount is in addition to wages earned. Millions 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-liv-

ing 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 reopened and negotiations began, 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.



Paul C. Thompson

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 monthly increase in health and welfare costs. Those costs have increased approximately 87% during the past three 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.

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. Radios, diesel locomotives and rear-end devices claimed tens of thousands of operating jobs while the carriers reaped substantial productivity improvements.



Boyd

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 givebacks,” the railroads took us to the wall. Presidential Emergency Boards determined our fate. When we said “No” to Presidential Emergency Boards, Congress quickly crammed 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 radios and end-of-train devices, we have embarked on a new course called negotiation.

Don’t for a moment confuse “negotiation” with “capitulation.” 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 consulted before a carrier implements a remote control pilot project. Negotiation means that recommendations 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. Negotiation 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 extra 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 the UTU is the only organization 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 firemen 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 having 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.



Bradley

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, however, 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 the requirement that post-1985 hires must, at some point, become a locomotive engineer after becoming a qualified conductor.

I personally wear the badge of APE (All Purpose Employee), or “Congineer” or “Engiductor” or whatever moniker is applied to employees that are dual qualified in both crafts, as a badge of honor. Debating the pros and cons of this fact are a waste of time; this fact will not change. Expending valuable resources and time arguing that this should have never happened is the proverbial “water under the bridge”; it is gone and never coming back. I prefer to look into the future of my career while simultaneously remembering the past that has shaped the path my future will take. So, the fact remains that I am qualified in both crafts.

The particular terminal where I work has started to grapple with the issue of flowback. This has afforded me the opportunity to work in both crafts several times during the past year. I have remained qualified and knowledgeable in both crafts because I never quite know which craft I will be working from day to day or month to month.

The biggest argument I hear from pre-1985 engineers who belong to the Brotherhood of Locomotive Engineers (BLE) is, “You are an engineer. Why do you belong to a union that doesn’t hold your contract?”

I have two answers for this question. Number one: I am not solely an engineer. As I have stated above, I am qualified and hold seniority in both crafts in my respective seniority districts. Unlike some trainmen who, in the past, had to give up their seniority rights as a trainman to take a promotion to engineer, I have not. Therefore, I have no particular attachment to the BLE, which has primarily represented engineers since its inception. Number two: It is true that the UTU does not hold the contract for engineers. However, my

particular UTU-E representative has easily and skillfully interpreted and enforced any and all BLE contracts that have applied to me while working the engineer craft. You need not be a BLE local chairman to effectively carry out your duties for your fellow brothers. Contemporary history has shown that the BLE has a remarkable penchant for negotiating national contracts that are virtual rubber stamps of UTU contracts, albeit after the fact.

The question all post-1985 employees should be asking themselves is this: “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 represents many crafts.

In 1969, four unions, The Brotherhood of Railroad Trainman, The Brotherhood of Locomotive Fireman and Enginemen, 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, exclusion and segregation characterized nearly every aspect of the lives of African-Americans, including 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 crafts in everything it does. This fact is most important to me as a dual-qualified craft employee. The very structure of the UTU tells me that they have all of the crafts’ best interests in mind.

The railroad community has been experiencing an enormous amount of change since the 1960s, with many more changes to come in the next 40 years, and I have confidence in the UTU to best represent my interests as a dual-craft employee. I hope, after reading this, that you will, too.

UTU, carriers study remote-c

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 caboosless train operations.

These technologies were implemented and UTU members received very little in the way of protection. In the case of remote control technology, 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. "There 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.

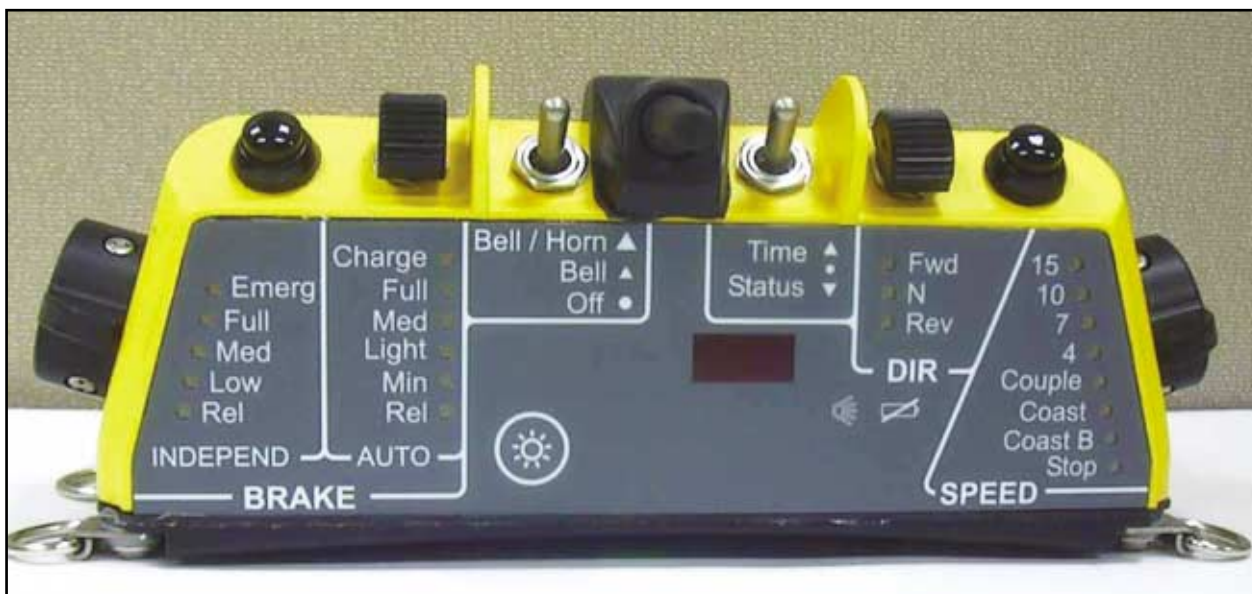
"Working out those issues first requires that we collect data relating to safety, compensation, job protection, levels of training required, economic impact and other relevant issues. One thing we all know is that new technology cannot be ignored and we are all better off understanding and controlling 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 only with 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 implementation.

"We approved the use of remote-control technology because a significant amount of research indicates that the technology has the potential to increase safety and possibly efficiency in certain rail operations," FRA spokesman Warren Flatau said.

The FRA data comes primarily from Canadian railroads, where remote control has been used since 1989. Canadian railroads report 30% cost reductions for rail-yard switching and a 56% increase in safety. The CN said not a single accident has been blamed on a malfunction of the remote-control equipment.



The front and top views of the new Canac Beltpack II remote control unit. This new control system is smaller, lighter and ergonomically improved, thanks to input from UTU members.

There are seven speed settings and five brake settings. This is how it works:

1. The operator selects a speed and the Beltpack supplies just enough power or brake to maintain that speed.
2. The Beltpack automatically accounts for such variables as train mass and track grade.
3. A pitch-and-catch system permits control to be transferred between operators at opposite ends of the train, ensuring that the operator with control is always at the leading end.
4. A kind of "black box" memory stores data that can be used for maintenance diagnostics or event reconstruction.
5. A single controller can be assigned to different remote-control-equipped engines, reducing the need for spares.

Some of the common features of basic locomotive remote control systems are pacesetter-type speed control, throttle and brake control, and basic pitch and catch (non-continuous). Beltpack's "Brain in the Train" technology offers such advanced features as dynamic speed control, archive memory, remote diagnostics, protective pitch and catch, voice synthesizer, status bar, system monitoring and command override.

This is what we currently know about remote control operation. The dominant manufacturer for the devices is Montreal-based Canac, Inc., which makes the Canac Beltpack. Another is Sharpsville, Pa.,-based Cattron-Theimeg. The units cost about \$140,000 for the engine controls and transmitter.

caution between the engineer and the persons on the ground that could result in unexpected train movements.

"Obviously, this isn't our desire" to see microprocessors replace workers, Boyd said. "But, you'd have to be a fool to not recognize that technology creates change. You have to try and 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)

Ground service employees wearing belt packs with radio transmitters can transmit radio signals to a microprocessor that controls the locomotive. The devices are said to allow faster switching of rail cars between locomotives and smoother yard operations. They also are designed to reduce the risk of injury, says the manufacturer, because there is alleged to be less chance of miscommuni-

that change, make it work for the people you represent."

Once data from the pilot programs is collected, negotiations with the carriers will begin over pay, training and preservation of jobs. "At that point we may be arguing from different positions, but we'll be arguing over the same set of facts," Boyd said.

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



Irwin

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's 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-mph 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 in 1997.

"Part of the drop in accidents is attributed to guys staying more focused because they are oper-

ating the locomotive. Sometimes the locomotive engineers are not paying attention, and that can cause trouble. This way, our guys are in control. They stay more focused and can work slower without being pushed by management. It is empowerment for our people on the ground that they did not have before.

"The Beltpack does the thinking for us. It can apply the brakes or notch the engine up to eight, if necessary. We set the speed and it does the rest.

"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 said 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 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."

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

"Sure, it knocks the engineer off the locomotive and they fall back into our ranks. Ultimately, it is our guys (UTU) who are knocked off, but we have protections for them in our contract. They (CP) can't lay any of us off. We have a furlough board, with guaranteed pay. The impact is a lot less on our people that way."

Irwin said the company gives the local a one-time payment of \$1,000 for every new remote-control job. "We had seven jobs last year, and three more this year, so we will have \$10,000 that we can use to purchase jackets or gift certificates

to local stores or safety apparel for our members, whatever they decide."

Irwin said that in Canada, the BLE initially turned down the remote-control jobs, which the UTU quickly

accepted.

Then, the BLE made an about-face, but the jobs had already been given 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 \$5.70 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 affiliation. "If you are working in ground service and being represented by the UTU agreement, where would your dues money go?" he asked.

Bill Bondarenko
Conductor
Canadian National Railway



Bondarenko

Bill Bondarenko works for Canadian National Railway at Symington Yard in Winnipeg, North America's second-largest hump 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 clip-on gooseneck lamp that goes on the Beltpack harness so

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 that Beltpack, and only that Beltpack can control that unit. Then you make sure everything works, check the brakes, and do the other usual checks."

"I'm glad this (remote control) came about because we got to keep our jobs," he said. "The UTU kept us our jobs. Yes, the engineer is gone, but we are still working. We are doing a little more work, but I still have a job. If the BLE had taken this work, I would not have had a job."

Andrea Surgeoner
Yard Worker
Canadian National Railway



Surgeoner

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 in her yard 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.

Senior News

Retiree engages in grave project

Retired BNSF 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.



James J. Ferder

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.

Bush pitches health care plan short on drug-coverage details

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.

Arrangements in place for St. Petersburg picnic

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.

Retiree marks 100th birthday

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."

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.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
1	Hepfinger, Roger W.	Angola, N.Y.	584	Moffett, Ted W.	Meridian, Miss.	1393	Malinkiewicz, Frank	Buffalo, N.Y.
2	Lusher, David G.	Walbridge, Ohio	594	Bardwell, Lelon B.	Longview, Tex.	1402	Schollmeyer, Edward A.	Arnold, Mo.
9	Enloe, Lucius A.	Slaton, Tex.	622	Cox, George E.	Tuscaloosa, Ala.	1445	Metrovich, Rudolph	Glen Gardner, N.J.
194	Aurand, John W.	White Pigeon, Mich.	792	Maski, Norbert E.	Avon, Ohio	1473	Casella, Robert	Framingham, Mass.
238	Sessions, John J.	Ogden, Utah	792	Woodall, Jr., Claude O.	Medina, Ohio	1501	Duff, Grady W.	Baton Rouge, La.
258	Hauck, Wallace L.	Blue Grass, Iowa	807	Hurst, J.C.	Tucson, Ariz.	1524	Duckworth, Lewis B.	Crockett, Tex.
298	Marks, Otis E.	Kokomo, Ind.	911	Eggert, Walter R.	Peoria, Ariz.	1544	George, Vincent C.	Perris, Cal.
300	Hughes, Robert J.	Newville, Pa.	1007	Cedar, George R.	Crystal River, Fla.	1598	Watson, Clarence H.	Lakeland, Fla.
303	Hendricks, F.E.	Springfield, Mo.	1043	Young, Ted W.	Sun Valley, Nev.	1694	Geter, Ross J.	Barstow, Cal.
394	VanGelder, Arthur T.	Irasburg, Vt.	1066	Carter, William R.	Kenner, La.	1813	Gibbs, George W.	Cochella, Cal.
412	Cuadra, Benjamin H.	Waverly, Kan.	1201	Deck, Carl M.	Stockton, Cal.	1846	Bennett, Jr., Oliver D.	Norco, Cal.
412	Detore, Donald A.	Ashtabula, Ohio	1261	Clodfelter, Glenn M.	Norcross, Ga.	1846	Monarch, Normal L.	Hesperia, Cal.
492	Braden, Charles S.	Sacramento, Cal.	1376	Chiappi, Frank A.	Gahanna, Ohio	1883	Stofferahn, L.F.	S. Holland, Ill.
498	Collins, William P.	Minersville, Pa.	1376	Ford, George B.	Columbus, Ohio	1918	Bracewell, Jr., Emmett L.	El Paso, Tex.
528	Wilson, Thomas O.	Bellwood, Ill.	1390	Burlington, Richard W.	Atlantic Hglds., N.J.	1948	Baughman, Richard J.	Bartlett, Tenn.



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 money wouldn't affect 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'm 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."



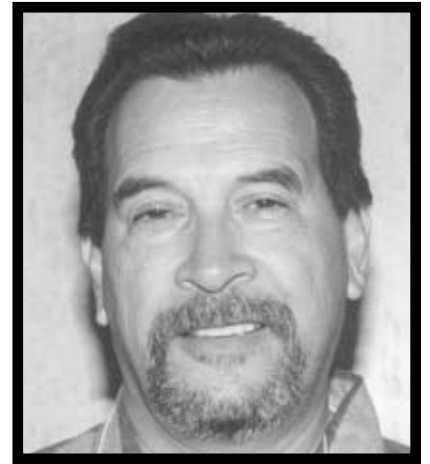
James Sloan
L-340, Connellsville, Pa.

"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'd 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 for 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 could fritter 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."

TPEL HONOR ROLL

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

Name	Local	City	Name	Local	City	Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)			GOLD CLUB (\$100 OR MORE PER YEAR)								
VanBree, Frank E.	72	Battle Creek, Mich.	*Harkison, Frederick	2	Toledo, Ohio	Christian, Johnny D.	823	Big Spring, Tex.	Ingram, William D.	1168	Clovis, N.M.
Ericksen, Donald C.	650	Minneapolis, Minn.	*Moore, Ralph O.	9	Slaton, Tex.	Crenshaw, Shannon W.	823	Big Spring, Tex.	Lebow, Harry T.	1168	Clovis, N.M.
Quesada, John J.	857	San Antonio, Tex.	Kelly, Peter W.	17	Marshalltown, Iowa	Fowler, Gene W.	823	Big Spring, Tex.	Moffett, Arthur R.	1168	Clovis, N.M.
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			*Lavender, Gordon L.	17	Marshalltown, Iowa	Garcia, Carlos P.	823	Big Spring, Tex.	Phillips, James E.	1168	Clovis, N.M.
*Carleton, Tommie B.	656	N. Little Rock, Ark.	*Rubeling, Claude A.	28	Cheyenne, Wyo.	Gomez, Michael W.	823	Big Spring, Tex.	Russell, Donald R.	1168	Clovis, N.M.
Carlson, Bruce A.	832	Superior, Wisc.	Bradshaw, Michael F.	72	Battle Creek, Mich.	Hobbs, Justin L.	823	Big Spring, Tex.	Sanchez, Robert L.	1168	Clovis, N.M.
Ewald, Steven Allen	1732	San Jose, Cal.	Brunn, Mark E.	72	Battle Creek, Mich.	Johnson, Owen K.	823	Big Spring, Tex.	*Zimmerman, Jim	1188	Oklahoma City, Okla.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			Fuller, Robert A.	72	Battle Creek, Mich.	Jones, Ronnie H.	823	Big Spring, Tex.	*Chesser, Al H.	1313	Amarillo, Tex.
Backoff, William D.	17	Marshalltown, Iowa	Hoekstra, Charles J.	72	Battle Creek, Mich.	Kemper, Chad E.	823	Big Spring, Tex.	*Merritt, Earl M.	1313	Amarillo, Tex.
Woodruff, Mark W.	17	Marshalltown, Iowa	Redmond, Gregory J.	72	Battle Creek, Mich.	Lowe, Timothy C.	823	Big Spring, Tex.	Adkins, Gary L.	1327	Peach Creek, W. Va.
Kuhnel, Steven L.	465	Gillette, Wyo.	*Wilson, Isaac	84	Los Angeles, Cal.	Massey, Jon S.	823	Big Spring, Tex.	Cassidy, James M.	1375	Philadelphia, Pa.
Wright, Clemmie C.	1245	Atlanta, Ga.	*Beason, Leroy	94	Kansas City, Kan.	Pickett, Coy D.	823	Big Spring, Tex.	*Weaver, Herman R.	1376	Columbus, Ohio
Bevacqua, Eugene F.	1505	Spokane, Wash.	*Wilson, Robert D.	94	Kansas City, Kan.	Reibe, Tim T.	823	Big Spring, Tex.	*Orthmeyer, James F.	1377	Russell, Ky.
Liles, Joseph V.	1525	Carbondale, Ill.	Rasmuson, James L.	95	Rensselaer, N.Y.	Reyes, Christopher M.	823	Big Spring, Tex.	Alabough, Ronald G.	1399	Terre Haute, Ind.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			Brigham Jr., Harold E.	168	Chicago, Ill.	Rios, Jesse G.	823	Big Spring, Tex.	*Bennington, Harry G.	1399	Terre Haute, Ind.
Watson, Dwayne D.	30	Jacksonville, Fla.	Halsey, Richard M.	168	Chicago, Ill.	Robinson, Jory D.	823	Big Spring, Tex.	*Plourd, Eugene R.	1400	S. Portland, Maine
Lucas, Jr., Andrew C.	84	Los Angeles, Cal.	*Schild, Roy H.	212	Albany, N.Y.	Ross, Curtis N.	823	Big Spring, Tex.	Weidman, Harley J.	1403	Kansas City, Mo.
Nappi, Jr., Amedeo J.	84	Los Angeles, Cal.	*Estep, David C.	225	Bellevue, Ohio	Sarmiento, Anthony	823	Big Spring, Tex.	*Jevusiak, Roy A.	1433	Elmwood Park, Ill.
Cook, Glenn E.	166	Salt Lake City, Utah	Egert, Ryan D.	258	Savanna, Ill.	Shifflett, Brandon K.	823	Big Spring, Tex.	Chromey, Andrew J.	1445	Elizabeth, N.J.
Hardy, Clayton L.	166	Salt Lake City, Utah	Fender, Chris	258	Savanna, Ill.	Thompson, Lonny R.	823	Big Spring, Tex.	Farrell, Dennis V.	1445	Elizabeth, N.J.
Johnson, John N.	166	Salt Lake City, Utah	Klocke, Jason C.	258	Savanna, Ill.	Tubb, David G.	823	Big Spring, Tex.	Ferguson, Tracy R.	1445	Elizabeth, N.J.
Seegmiller, F. Jay	166	Salt Lake City, Utah	*Jacobs, Wayne W.	281	Milwaukee, Wisc.	Tucker, Bobby J.	823	Big Spring, Tex.	Pancheri, John B.	1445	Elizabeth, N.J.
Thompson, James M.	166	Salt Lake City, Utah	Brown, James H.	305	Lincoln, Neb.	Valles, Essequiel H.	823	Big Spring, Tex.	*Walker, Samuel F.	1458	DeQuincy, La.
*Shaver, Jack V.	202	Denver, Col.	*Deering, Delmar C.	312	Madison, Wisc.	*Bortner Sr., Lawrence W.	830	Harrisburg, Pa.	Schreiber, Thomas W.	1470	Edmonston, Md.
Moon, Joseph W.	258	Savanna, Ill.	Baird, Sr., Thomas L.	318	Hornell, N.Y.	Cook, William D.	838	Philadelphia, Pa.	*Lear, Bruce R.	1477	Dearborn, Mich.
Parker, Alan D.	258	Savanna, Ill.	Austin, Donald K.	330	Poplar Bluff, Mo.	*Daum, W.F.	878	Greenville, Tex.	*Lewis, William L.	1477	Dearborn, Mich.
Canterbury, Robert E.	306	Eagle Grove, Iowa	Kresl, Kevin P.	367	Omaha, Neb.	*Hale, H.R.	878	Greenville, Tex.	*Robinson, James H.	1477	Dearborn, Mich.
Lange, Aure M.	857	San Antonio, Tex.	Carlson, James W.	426	Spokane, Wash.	*Burns, Eugene R.	891	Whitefish, Mont.	*Brosmore, Arthur P.	1517	Cincinnati, Ohio
Morgan, Clifford A.	857	San Antonio, Tex.	*Bruner, Fred L.	453	Clinton, Ill.	*Lockwood, Charles F.	891	Whitefish, Mont.	*Abbott, William T.	1525	Carbondale, Ill.
*Slepsky, Gene	1365	Youngstown, Ohio	*Hick, Merlyn R.	464	Arkansas City, Kan.	*Paul, William J.	891	Whitefish, Mont.	Copley, Chris R.	1525	Carbondale, Ill.
Papa, John T.	1388	St. Louis, Mo.	*Donovan, James	486	Glendive, Mont.	*Stubblefield, James E.	891	Whitefish, Mont.	Lotspeich, John W.	1525	Carbondale, Ill.
Suozzo, Albert L.	1390	Trenton, N.J.	*Nord, Frank H.	486	Glendive, Mont.	Correia Jr., Earl P.	898	Boston, Mass.	Higginbotham, John D.	1526	Michigan City, Ind.
McLaren, Thomas S.	1470	Edmonston, Md.	Davis, Homer Ray	496	Portsmouth, Ohio	White, Bradley	898	Boston, Mass.	Duggan, Thomas D.	1538	Chicago, Ill.
Ballingier, Bradley H.	1732	San Jose, Cal.	*Luker, Carl S.	489	San Antonio, Tex.	Stebber, Philip F.	911	Minneapolis, Minn.	*Hoffman, Raymond W.	1545	Monroe, La.
Harford, James T.	1741	San Francisco, Cal.	Fix, David J.	493	Waterloo, Iowa	*Sturgill Jr., Harold D.	924	Richmond, Va.	*McManus, James R.	1545	Monroe, La.
DIAMOND CLUB (\$300 OR MORE PER YEAR)			Hackbarth, Michael E.	493	Waterloo, Iowa	*Garrett, John B.	933	Jefferson City, Mo.	*Keck, Eugene	1548	Indianapolis, Ind.
Grappi, Gerald H.	168	Chicago, Ill.	Thompson, Kenneth C.	493	Waterloo, Iowa	Heupel, Kevin D.	934	Alliance, Neb.	Henrie, Brian	1554	Ogden, Utah
Richardson, James R.	168	Chicago, Ill.	*Schuster, Gerald	525	Grand Forks, N.D.	Heupel, Lennie L.	934	Alliance, Neb.	Rodgers, Ronald E.	1573	Klamath Falls, Ore.
Chase, Thomas R.	305	Lincoln, Neb.	Kalbfell, Jerry L.	528	Chicago, Ill.	Miner, Jerry D.	934	Alliance, Neb.	*Bonagofski, Joseph	1574	Portland, Ore.
*Layton, Harlan D.	305	Lincoln, Neb.	Weber, John A.	528	Chicago, Ill.	Snapp, P. David	965	Dallas, Tex.	*Kmicciak, Robert J.	1582	Albany, N.Y.
Darland, Eric A.	306	Eagle Grove, Iowa	Wells, David J.	528	Chicago, Ill.	Brown, Daniel C.	970	Abbeville, S.C.	*Brown, William V.	1628	Pittsburgh, Pa.
McGlothlen, Sean T.	306	Eagle Grove, Iowa	Nietfeld, Arthur C.	707	Marysville, Kan.	Dowis, Jr., Charles E.	970	Abbeville, S.C.	*Wardleigh, Nathan K.	1629	Phoenix, Ariz.
Resh, Dennis L.	306	Eagle Grove, Iowa	Smith, James P.	750	Knoxville, Tenn.	*Jones, William H.	1003	Kankakee, Ill.	*Gilbert, Walter F.	1770	Los Angeles, Cal.
*Graham, Charles P.	891	Whitefish, Mont.	*Jernigan, Donald E.	771	Needles, Cal.	*Keene, Carl C.	1006	Brownsville, Pa.	*Pyritz, William D.	1800	Tucson, Ariz.
Akers, Kevin W.	1168	Clovis, N.M.	Player, Marlin D.	781	Shreveport, La.	Page Jr., Bernard B.	1006	Brownsville, Pa.	*Frenz, William G.	1882	Minneapolis, Minn.
*Bennett, Jay C.	1629	Phoenix, Ariz.	*Hocker, William A.	792	Cleveland, Ohio	*Cedar, George R.	1007	Syracuse, N.Y.	Ketchum, Darrell	1892	Houston, Tex.
			*Tucker, Cash M.	807	Tucson, Ariz.	Jaramillo, Marcos R.	1081	Glendale, Ariz.	Rodriguez, Rene R.	1892	Houston, Tex.
			Baty, Jeffrey B.	823	Big Spring, Tex.	Altman, Nathan B.	1129	Raleigh, N.C.	*Ward, Ralph W.	1918	El Paso, Tex.
			Bridge, Phillip M.	823	Big Spring, Tex.	Poole III, York D.	1129	Raleigh, N.C.	Gay Jr., Waver J.	1933	Washington, D.C.
			Burt, Clay E.	823	Big Spring, Tex.	Coker, Larry T.	1168	Clovis, N.M.			
						Davis, Joe D.	1168	Clovis, N.M.			

* = Retired Member

Negotiations

Continued from page 1

timing of elimination of entry rates of pay for current employees.

"On February 8, the carriers again agreed that the elimination of entry rates would apply as well to brakemen," Boyd said. "Given that a carrier-friendly administration is in the White House — an administration that recently imposed on United Airlines' mechanics only the second airline Presidential Emergency Board since 1966 — this carrier concession marks significant progress for your UTU negotiating team.

"We still must resolve issues relating to remote

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 by rail-labor when it rejected out-of-hand all new technology, nothing will be permanent until 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 health-care 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 UTU'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."

Harrisburg, 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 and 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" and that "in 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 that Amtrak be broken into three pieces: one to make policy, one to oversee the tracks and stations Amtrak owns in the Boston-Washington Northeast Corridor and the third to conduct train operations. The ARC said 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. This led Boyd to suggest that freight railroads and their unions—again with the assistance of the bi-partisan leadership

of the T&I Committee and its Rail Subcommittee—could bring to the table the same informed consensus to help preserve a national rail passenger network.

"Understanding the value to the most advanced, wealthy and mobile nation in the history of civilization of an efficient, national rail passenger system seems so simple as to be obvious," Boyd said in his congressional testimony submitted in writing to the subcommittee. "How 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 passenger service to be improved and expanded, protect the wages and working conditions of existing Amtrak employees, grow the rail-passenger workforce and not interfere with efficient freight operations."

"Determining, designing and defining that plan requires that those who know railroading best—freight railroad CEOs and rail-union officials—reason together with the assistance of the congressional leadership and federal officials with transportation responsibility," Boyd said.

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.

These projects involve areas that are experiencing significant population growth and economic development and are projected to keep growing well into the 21st century. Each includes

a significant level of non-federal funding from state and local sources, and in particular, from the Illinois FIRST program.

In total, the three projects will not only result in improvements over existing rights-of-way, they will also add nearly 30 miles in new second or third main line track, approximately 20 miles in line extensions, nine new stations, 26 daily revenue service trains, and two new storage yards.

Additional cars, locomotives, parking, and other support facilities will also be required.

The Metra projects received a tremendous level of support and cooperation among the many state, federal, and local officials involved. As President Byron A. Boyd, Jr., observed: "It shows what can be achieved when all parties work together. We congratulate the Metra system on its success. These expansion projects are of great

benefit to the area's commuters and to the hard working railroad employees who operate and service the Metra lines."

Some measure of the effort comes from the fact that this represents the first time the federal government has entered into three agreements with one system at one time.

"We are extremely pleased that the U.S. Department of Transportation has recognized the importance of our expansion projects to this region and to the commuting public," stated Metra Executive Director Philip Pagano, at a briefing with labor officials at last month's Labor/Management Committee meeting in Chicago.

"This is a great outcome for all concerned and I thank everyone for their help."

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) 228-5755.

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 enjoy 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.

Online registration available at <www.utu.org>. Click on "Meetings."

June 10-12, 2002, Reno, Nev.

The Reno Hilton, 2500 E. Second St., Reno, NV 89595

Hotel reservations: (800) 648-5080 or (775) 789-2000

Reservation code: UTU-AC02; Room rate: \$86 single/double

Reservation deadline: May 23, 2002

Parking: free

July 29-31, 2002, Washington, D.C.

Hyatt Regency on Capitol Hill, 400 New Jersey Ave., N.W., Washington, DC 20001

Hotel reservations: (800) 233-1234 or (202) 737-1234

Reservation code: UTU1; Room rate: \$109 single/double

Reservation deadline: June 27, 2002

Parking: hourly rate; \$26/day maximum

August 15-17, 2002, New Orleans, La.

The Fairmont New Orleans, 123 Baronne St., New Orleans, LA 70122

Hotel reservations: (800) 866-5577 or (504) 529-7111

Reservation code: UTU; Room rate: \$99 single/double

Reservation deadline: July 13, 2002

Parking: \$19 valet at hotel; \$10 across the street

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 each 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?

Reno Washington, D.C. 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 _____

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 over the age of 11, plus golf registration fees of \$80 per golfer (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107-4250, 10 days prior to the Regional Meeting. Make checks or money orders payable in U.S. funds to "UTU 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.

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 photo-



graph, 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 use of cameras on the property or during work hours.



MARCH 2002

ISSN 0098-5937

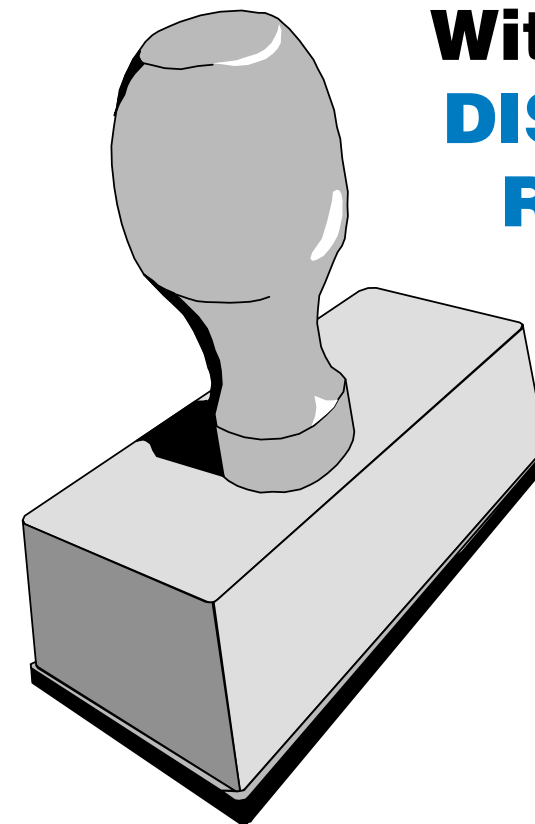
Published monthly by the UNITED TRANSPORTATION UNION, 14600 DETROIT AVE., CLEVELAND, OH 44107-4250 • Periodicals postage paid at Cleveland, Ohio, and additional mailing offices • Byron A. Boyd, Jr., International President; Daniel E. Johnson, General Secretary/Treasurer • This publication available on microfilm from UMI, 300 N. Zeeb Road, Ann Arbor, MI 48106 • **POSTMASTER: Send address changes to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.**

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