

The logo for UTU News features the letters 'UTU' in a stylized, bold font. The 'U' on the left is blue, the 'T' in the middle is red, and the 'U' on the right is blue. To the right of 'UTU', the word 'News' is written in a large, black, sans-serif font.

The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

“This is unquestionably a step in the right direction, and it’s something we needed to be a part of, because it’s our members who get hurt. Whatever we can do to ensure a safer workplace, we’re that much ahead of the curve.”

– UTU Vice President Carl Vahldick, on the new UTU/BNSF safety agreement

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News & Notes

Use mail for official business

CLEVELAND, Ohio – The UTU has experienced a large increase in the use of e-mail. Please note that all official communication with the UTU must include your name, home address and local number. Due to the volume of comments received, as well as legal, security and UTU Constitutional concerns, responses can only be provided as time permits and as these concerns dictate. To ensure a response to questions regarding official membership business, please mail correspondence to: **United Transportation Union, 14600 Detroit Ave., Cleveland, OH 44107-4250.** UTU members needing assistance with grievances under applicable agreements should reduce them to writing with complete information on the subject matter and submit them to the Local Committee of Adjustment holding jurisdiction, as provided in Article 79 of the UTU Constitution.

Special meetings set

FARGO, N.D. – UTU locals in North Dakota will be holding special meetings in April and all active and retired UTU members and their spouses are invited to attend free of charge. UTU officers, UTUIA representatives and representatives from United Healthcare and the U.S. Railroad Retirement Board will attend. The meetings are: **Local 1344:** Meet at the American Legion Club in Mandan on April 9 at 1:30 p.m., a 5 p.m. social hour and 7 p.m. dinner follow; **Locals 980/1137:** Meet at 2 p.m. April 10 at the Holiday Inn in Fargo; a social hour and luncheon follow; Red River Valley and Western members of Local 1137 meet on April 10 at 7 p.m. at the Ole Kettle Restaurant in Breckenridge, Minn. Those having dinner should arrive by 6:30 p.m. **Local 525:** Members meet at the Holiday Inn in Grand Forks on April 11 at 2 p.m. A social hour and luncheon follow; **Local 1059:** The 1 p.m. meeting will be held at the International Inn in Minot on April 12; a 6 p.m. social hour and retirement banquet follow.

UTU, BNSF agree on new safety culture

CLEVELAND, Ohio – UTU negotiators have reached agreement with the Burlington Northern Santa Fe Railway (BNSF) on new safety rules and policies aimed at preventing workplace injuries through alternatives to punitive discipline.

“This agreement challenges and changes traditional employee/management relationships by substituting training and counseling for punitive discipline in most cases of rules violations,” said UTU International President Byron A. Boyd, Jr., who set the negotiations in motion last year following a safety summit with BNSF President and Chief Executive Officer Matthew K. Rose. “This process worked because of a team effort involving BNSF’s top officers and UTU general chairpersons who were determined to introduce a new safety culture.”

The Brotherhood of Locomotive Engineers (BLE) is expected to approve a separate agreement based upon the UTU’s leadership.

“This agreement is unique in that it assures the new procedures are implemented and interpreted uniformly as intended by negotiators,” said UTU Vice President Rick Marceau. Local safety forums will seek to correct safety hazards promptly rather than through the previous reporting, cataloguing and investigating process. Work-

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

Local union/management safety committees, with union members chosen by UTU locals, will monitor work practices and seek to correct safety hazards promptly rather than through the archaic reporting, cataloguing and investigative process. Also, UTU general committees and state legislative directors will choose a full-time safety coordinator for each BNSF operating division. Safety coordinators may not be called to testify or otherwise furnish evidence of any kind in any formal investigation.

“The customary roles of a manager and employee in the railroad industry were defined more than a century ago and remain basically adversarial in nature, and required modification,” Marceau said. “We have agreed to recognize first that safety, productivity and quality of life on the job are inexorably intertwined and that staffing, training, work/rest scheduling, attendance

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Boyd testifies to save Amtrak

WASHINGTON, D.C. – The United Transportation Union has taken the leadership position among rail labor groups in pressing Congress to preserve, fund and expand a national intercity rail passenger network.

UTU International President Byron A. Boyd, Jr., last month spent two weeks in Washington testifying before Congress, visiting with individual lawmakers and their senior staff members, briefing federal officials and sitting for interviews with major news organizations.

In the midst of Boyd’s visit, Amtrak President George Warrington – on whom Boyd has blamed many of Amtrak’s problems – resigned. The Amtrak board of directors has not yet named a successor.

The UTU message is that America’s national intercity rail passenger network cannot survive if

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UTU solves KCS pay problems

CLEVELAND, Ohio – In response to United Transportation Union demands to improve the accuracy of its time keeping and payroll records affecting all train and engine service employees, Kansas City Southern (KCS) Railway has established a telephone hotline for operating-employee questions and further promised that certain documented pay shortages will be researched and corrected within a day of their submission.

KCS also promised to implement a new computerized time-payment system within nine months. The changes affect train and engine service employees on the KCS as well as Mid-South, South Rail and Tenn-Rail.

Pay problems developed after the railroad scrapped an efficient procedure whereby conductors would collect and submit to the payroll office, via air-express, time slips for all train and engine

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Around the UTU

News from around the U.S. and Canada

Local 48, Norfolk, Va.

The local's monthly meeting of Norfolk Southern employees on January 14 served as a surprise retirement party for Local President **Frederick B. Gallup**, said Secretary and Treasurer **Larry D. Thacker**. Brother Gallup was presented a plaque to commemorate his 40 years on the railroad.

Local 227, Huntington, Ind.

Though the local no longer has a charter because of mergers, some of its members gathered recently to hold a retirement party for Past Local President **James F. Ley**, who marked 42 years of rail service. Among those who attended were **S.E. Nevius**, **K.N. Buzzard**, **W.F. Winkleman**, **J.E. Flaherty** and **R.E. Lawrence**.

Local 240, Los Angeles, Cal.

Members are mourning the sudden passing of retired Union Pacific Conductor **Roger H. Greene**, who succumbed to a heart attack on February 18, just two days after entering retirement after 38 years of service, said Secretary and Treasurer **Fred G. Comeau** and Local Chairperson **Harry J. Garvin, Jr.**

Local 257, Morrill, Neb.

The Second Annual Powder River Railroaders Informational Seminar will be held April 11, from 9 a.m. to 5 p.m., at the Gering Civic Center, said Secretary and Treasurer **Dave Martin**. A continental breakfast will be served at 8:30 a.m., a deli lunch at noon and a buffet dinner at 6 p.m. Representatives from government agencies and health care providers will participate, as well as State Legislative Director **Ray Lineweber** and members of the Wyoming State Legislative Board. Thanks go to Designated Legal Counsel **Yeager, Jungbauer, Barczak & Roe** for supporting the seminar, said Martin, who should be called at (308) 635-7522 by those who intend to share the dinner.

Local 367, Omaha, Neb.

On March 1, retired member **Charlie Nownes**, 86, passed away, said Secretary and Treasurer **Joe Brown** and President **Dennis Timmerman**. In a touching tribute to Brother Nownes, Brown referred to him as "the ultimate union man."

Local 469, Madison, Ill.

Retiree **Glover Harris** was recently presented a brass lantern, a lapel pin and a letter of congratulations from UTU International President **Byron A. Boyd, Jr.**, by General Chairperson **D.B. Wier** (GO-919) and Secretary and Treasurer **John I. Payer** to mark his 50 years of UTU membership.

Local 823, Big Spring, Tex.

Secretary and Treasurer **Bradley Garrison** has spearheaded a TPEL drive that has raised the Gold Card level of giving from just under 20% a year ago to almost 64%, said State Legislative Director **Connie English**.

Local 1081, Glendale, Ariz.

A TPEL drive has raised membership by 52% in the past year, according to Local President **Steve Coffey**, with monthly pledges, measured in dollars, up 59%. Coffey offered credit to Local Chairperson **Glenn Bay** and Treasurer **Brent Boice** for keeping the campaign on a roll.

Local 1397, Columbus, Ohio

The 53rd Annual Fish Fry and Old Timers' Party will be held May 8, after the regular meeting set for 6 p.m. at the IAM&AW Union Hall at 2625 Winchester Pike in Columbus, according to Secretary and Treasurer **Robert Smith**. All UTU members, retired CSX employees and members of



Officers of the newly established Local 172 in Darby, Pa., include (front row, from left) General Chairperson **John Crossan, Jr.**, Secretary/Treasurer **Tammy Johnson**, President **Mary Johnston**, Vice Chairperson and Vice President **Theresa Zeller**; (second row, from left) Vice Chairperson **Bob Evans**, Delegate **Lynn Laut**, Legislative Representative **Sheila Brown**, Alternate Delegate **Ethel Stansbury**, Trustee **Barb Gehris**; (back row, from left) Trustee **Dorothy Gorman**, Local Committee of Adjustment (LCA) Secretary **Kathleen Sitongia**, LCA Vice Chairperson **George Hill** and Trustee **Florence McGovern**.

Newly minted local expresses gratitude

This month marks the beginning of a new era for the roughly 110 William Penn School District bus drivers and aides employed by the Delco School Bus Company in Darby, Pa.

Members of the newly created Local 172, who begin paying dues this month, have come a long way since late 1999, when they overwhelmingly approved the UTU as their collective bargaining representative.

"We were sitting with Delco from 1999 until our contract was signed on October 3, 2001," said General Chairperson **John Crossan, Jr.** "These were difficult negotiations. But, I'm grateful for the assistance I received from Vice Chairperson and Local Vice President **Theresa Zeller**."

Negotiating the first contract is never easy, but the same challenging environment that drove the members of the local to seek representation persisted during contract talks. Greatly appreciated was the assistance lent to them by Alternate Vice President-Bus-East **Carolyn Scarsella** and Local 1994 (Upper Darby, Pa.) General Chairperson and President **Ron Koran**.

Further encouragement came from the donations made to their treasury by Scarsella and recently retired International Vice President and Bus Department Director **Bernie McNelis**, said Director of Strategic Planning **John Nadalin**, who joined Scarsella in holding training sessions in February for the new local committee.

"Ron Koran also took up a collection from his local to help get Local 172 on its feet," Nadalin said. "It really was a touching display of what unionism and fraternalism are all about."

Brother Crossan, grateful to everyone who gave a hand, is no stranger to unionism. The 77-year-old driver was a member of Transportation Workers Union Local 2013 in Philadelphia, Pa., during the 38 years he was employed as a rail worker, first on the Pennsylvania Railroad, then Penn Central and Amtrak.

"I was moonlighting as a bus driver while working on the railroad," Crossan said, "so this is my 37th year driving buses. I've been working in this school district for nearly 17 years. With the UTU's backing, I think we're on the road to better times here."

the C&O Veterans Club will be welcomed as guests. Others can attend for a \$5 fee. Cooks will include **Jon Larkin** and UTU Director of Strategic Planning **John Nadalin**. For information, call Smith at (614) 871-5087 or send e-mail to him at <rlsmith@utulocal1397.org>.

Local 1462, Boston, Mass.

The Second Annual New England Division Railroaders' Retirement Party, honoring those with retirement dates in 2001 and 2002, will be held from 7:30 p.m. to 12:30 a.m. on April 26 at Florian Firefighters' Hall in Dorchester, said Secretary and Treasurer **Dave Bowe**. Tickets are \$30 in advance and \$35 at the door. For information or tickets, call **Larry Solomon** at (781) 344-6419.

Local 1501, Baton Rouge, La.

Three informational conferences are being held in May, thanks to the support of Designated Legal Counsel **Burge & Wettermark**, said Secretary and Treasurer **M.E. Corzine, Jr.** The first will be held May 14 at 6:30 p.m. at the Sheraton Four Points, 4601 Veterans Blvd., Metairie, La.; the second will be on May 15 at 10 a.m. at the same location, and the third will be held May 15 at 6:30 p.m. at the Holiday Inn, Seigan Lane, in Baton Rouge, La. Members' spouses are invited.

Local 1503, Marysville, Kan.

Four recently retired members were presented brass lanterns by Local President **Donald C. Jenkins**, Local Chairperson **Wayne T. Price** and Secretary and Treasurer **Nile E. Dragoo** to mark their years of union membership. Honored were **Norman D. Burkhead**, **James B. Chaulk**, **Terry H. Hughes** and **Ray C. McCall**, Dragoo said. **Thomas M. Malotte**, a member of Local 707, also in Marysville, also was honored at the ceremony.

L-1526, Michigan City, Ind.

Members working for the Northern Indiana Commuter Transportation District, who served Section 6 notices in January, began negotiations with the help of the National Mediation Board on March 15, said International Vice President **Tony Iannone**. Participating in the talks are General Chairperson **Tony Wojasinski**, Vice General Chairperson **Darwin P. Oakes** and Local President **Dennis A. Burke**.

Local 1594, Upper Darby, Pa.

Congratulations go to **Brian Caldwell**, who was recently elected treasurer, and **Waverly Harris**, who was elected vice chairperson, said Local Chairperson and President **Ron Koran**.

Local 1670, Laredo, Tex.

Members working for the Laredo Metro approved a new three-year pact, effective May 21, 2001, through May 20, 2004, that delivers a 14.5% boost in wages, General Chairperson **Bill Koehn** said. Besides including improved language throughout, the agreement increases holidays and sick days, and establishes a defined-benefit pension plan. "Brother Koehn, along with Vice Chairpersons **Juan Morales** and **Victor Jasso**, did an exceptional job of securing an outstanding contract," said International Vice President and Director of the Bus Department **Percy Palmer**.

Local 1947, Lake Charles, La.

A February 15 dinner honored past and new retirees, said **G.D. Gibson**, who serves as local chairperson and secretary, as well as general chairperson of GO-577. The oldest attending was 96-year-old **Harry LeBlanc**, who retired in 1970. UTU watches were presented to the most recent retirees, including **J.L. Duhon**, **C.D. Lofton** and **L.J. Robin**.

State Watch

News from UTU State Legislative Boards

Idaho

Despite the best efforts of the UTU, the state's Congressional delegation and others, the Union Pacific closed its Pocatello hump yard on February 25, eliminating about 40 railroad jobs.

UTU Legislative Director **George Millward** on February 18 had presented a bill to the Idaho Legislature to attempt to stop or slow the UP's efforts, but the state's attorney general ruled that the state of Idaho had no authority to prevent the UP from proceeding with its plans.

U.S. Sens. Larry Craig and Mike Crapo and U.S. Cong. Mike Simpson had interceded with UP on behalf of the employees, shippers and the community to reconsider the plan, but UP did not listen. All three have signed a letter to UP Chairman Richard Davidson urging UP "to thoroughly explore alternatives to this action...including the option of leaving tracks in place for a least a year to provide for the possibility of a change in plans..."

"The help that the team of **Burke Butler, Jack Correll, Kirk Rodriguez, Duke Tauscher, Greg Wilson, Shane Yarger, Greg Farris** and others provided, I just can't put into words," Millward said. "These guys are fighting not just for a few jobs, but what could amount to several hundred jobs in the Pocatello area," Millward said.

Montana

Members of the Glendive Coalition of Active and Retired Railroad Workers recently honored U.S. Sen. Max Baucus (D) for his support and lead-



Pictured, from left, are Pat Mischel (486), Keith McIntyre (486), Dennis Knoll, Charley Bennett, Dean Huschka, Sen. Max Baucus, Tom Staigle, Bob Anderson and Larry Myran (486), after the GCARRW presented Baucus with a UTU Brass Lantern.

Missouri



Retired member **John Locke** (770) and Assistant Director of Strategic Planning **Mike Lewis** (490) were two of the UTU members who visited with State Director **W. Larry Foster** aboard Membership I, the UTU's mobile education and training center, on its recent swing through Kansas City, Mo. Also in attendance were **Raymond Sharp** (226) and Local Secretary/Treasurer **Rich Duley** (226). Above, Locke and Lewis (left photo) and Sharp and Duley (right photo) are pictured with the coach in Kansas City.

ership in obtaining passage of the Railroad Retirement and Survivors' Improvement Act of 2001.

The coalition, which is comprised of members from numerous railroad crafts, presented Sen. Baucus with a UTU Brass Lantern at a meeting on February 16.

Oklahoma

Retired member **John Locke** (770) reported that State Sen. Larry Dickerson (D) passed away March 7, shortly after receiving medical clearance to resume a race for his Senate seat.

Locke said Dickerson was instrumental in a 1999 effort to halt a Kansas City Southern proposal to discontinue service along an Oklahoma line. "He stepped right in and helped defeat that. He went out and talked to the shippers in the area and saved a lot of jobs," he said. "Quite a few of us worked on his campaign committee."

Dickerson died as a result of a brain aneurysm. He had previously been diagnosed with cancer.

Illinois

Legislative Director **Joe Szabo** is encouraging all UTU members in the state to visit the Illinois State Legislative Board website on a regular basis "to keep informed of all legislative issues from an

Illinois perspective and to notify the board about safety complaints, locker room complaints and crew van complaints."

The legislative board's website is located at <www.illini.utu.org>.

The state of Illinois has requested that UTU members assist in identifying those vans operating in the state that are not displaying their safety sticker indicating compliance with the new "crew van" law.

"It is up to our members to provide the necessary information to me so that I can document all violations and safety complaints. This can easily be done through our state legislative board website," Szabo said.

Kansas

UTU members from around Kansas attended the state Democratic Party's Washington Day fundraiser in Topeka on February 16 to help raise money for the party's candidates in the coming 2002 elections.

According to State Director **Don Lindsey**, the UTU members present had the opportunity to meet with Kansas Insurance Commissioner Kathleen Sebelius, the likely Democratic nominee in the state's upcoming gubernatorial race.

Sebelius is the first woman to hold the insurance commissioner's post in Kansas and the first Democrat to hold the office since 1900. She is currently serving her second four-year term.



Local Chairperson **Donald D. Schlosser** (1532), former Assistant Legislative Director **Howard Ferguson** (1532), Senior Associate General Chairperson **Richard Draskovich** (495), Kansas Insurance Commissioner **Kathleen Sebelius**, Legislative Director **Don Lindsey** and General Chairperson **Dean Hazlett** (495) meet at the Kansas Democratic Party's annual Washington Day fundraiser.

Bus Department

By Percy Palmer

Fatigue a crucial issue for drivers

One definition of fatigue is, "A condition in which the body falls into a state of drowsiness."

There is hardly an industry where fatigue is as crucial, and prevalent, as in the bus industry. In the bus industry, fatigue is difficult to understand, other than through the eyes of a bus driver. No one can imagine how scary it is when a bus driver realizes he/she has just awoken from a split-second nap with the bus moving and filled with passengers. The bus driver, especially in urban transit, has a schedule to keep and cannot pull over and take a nap. If a condition of drowsiness is reported to the employer, the driver can be disciplined. The employer will tell the driver that it is his/her responsibility to stay in proper mental and physical condition to be able to perform the job in a safe manner at all times.

Employers have failed to take into consideration that there are a number of factors which affect drowsiness, such as: long working hours, varying work shifts, straight runs without a break, no time to eat, climatic conditions, stress brought on by varying factors, all of which can contribute to fatigue while behind the wheel of a bus.

The railroads have taken various countermeasures to combat fatigue. Not enough is being done in the bus industry. It is not good enough to complain with no solution. Therefore, I suggest that our UTU representatives get together with the management of their companies to promote training programs on ways to get better rest and be more prepared for the job. These programs should also include the families of drivers.

With unions and management working together, a safer working environment can be achieved to the benefit of all.



Yardmasters

By Don Carver

Members rally in time of tragedy

The Cumby family suffered a tragic loss March 15, 2002. Charles and Betty Cumby had a serious automobile accident in which Betty was pronounced dead at the scene and Charles was critically injured.

Charles was a retired member of UTU Local 1477 in Newark, N.J., and two of his three sons are members of UTU Local 1962 in Toledo, Ohio.

James is a UTU International officer and the assistant director of the UTU Yardmaster Department; David is a yardmaster in the Detroit, Mich., shared-assets area of the former Consolidated Rail Corporation (Conrail). Joseph, the youngest son, is a computer-program designer.

At the time of the accident, Charles and Betty were traveling to Detroit to celebrate their 50th wedding anniversary with their sons and their families.

The Cumby family wishes to express their thanks and deepest gratitude to the UTU's officers, the active and retired members, staff and friends for their prayers, sympathy, support and expressions of condolence in the form of flowers, cards and donations in behalf of their mother and father.

The family requests that donations be made in the name of Betty Lou Cumby to the Algood Methodist Church, 135 West Main St., Algood, TN 38506.

Cards or personal condolences may be sent to J.R. Cumby's residence at 28686 Squire Dr., Chesterfield Township, MI 48047.



UTU News

Byron A. Boyd, Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, National Legislative Dir.

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New BNSF safety rules the result of determination

There is no precise formula for success, but experience demonstrates certain ingredients must be present. They include teamwork, a transparent process and steadfast determination to reach agreement. When the three converge, consensus typically emerges, all participants buy into the result and fewer disputes arise during implementation.

Each of those ingredients was present as UTU negotiators worked with their BNSF management counterparts to craft new safety rules and policies aimed at preventing workplace injuries. Instead of traditional punitive discipline being imposed when rules infractions occur, BNSF has agreed to substitute training and counseling. As UTU International President Byron A. Boyd, Jr., observed of the BNSF agreement, it "challenges and changes traditional employee/management relationships.

"This process worked because of a team effort involving BNSF's top officers and UTU general chairpersons who were determined to introduce a new safety culture," Boyd said. Participation by UTU general chairpersons also assures, in the words of UTU Vice President Rick Marceau, that "the new procedures are implemented and interpreted uniformly."

The agreement allows UTU locals to designate members of safety committees, with responsibility to monitor work practices and seek to correct safety hazards promptly rather than through the archaic reporting, cataloguing and investigative process.

Teamwork, a transparent process and determination to reach agreement has delivered a long-awaited reform of discipline practices that treat UTU members as the loyal and skilled workers they are. UTU general chairpersons on BNSF deserve praise for their accomplishment.



WASHINGTON WATCH

By James Brunkenhoefer

Amtrak's problems are labor's problems, too

I guess the nicest thing that anyone can say about Amtrak is that it is a total mess. But, one thing is for sure: none of Amtrak's problems are due to labor.

The Amtrak situation here in Washington continues to evolve. Some want to slap a few Band-Aids on the old railroad and shove it back out the door. Some believe that you just screw the workers, amputate a few routes and call a press conference telling the public that these were the sacrifices that had to be made to save the patient.

The UTU is one of the few organizations that believes a national intercity rail passenger network not only can be saved, but actually improved and expanded. That will require a new attitude, not just in Congress, but especially among Amtrak's senior management team, which needs to regain credibility.

That management team was not screaming for help a few months ago when they were incorrectly telling all who would listen that they were on a glide path to self-sufficiency. The most disappointing thing is that they actually had some people believing it. I have known ever since I got to Washington that Amtrak needed more than a continued supply of Band-Aids. It needed a consistent and reliable transfusion of cash.

During the Clinton years, Amtrak at least had a White House that would have been sympathetic to the problem if only Amtrak management had told the truth. The current White House has been making noises about coming out with a plan to save passenger service in America, but we've seen nothing. And, quite frankly, I'm not in a hurry to see what that plan is because I fear it will not be a plan for expansion.

As you know, President Boyd has been working hard to try to

Railroads part of my life

by Jack Quinn

Congressman

30th District, New York

Last year, I was named chairman of the Subcommittee on Railroads. This is especially important to me because railroads have always been a big part of my life. My father, John Francis Quinn, is a retired engineer off the South Buffalo Railroad, working on the line for 31 years. Because of this life-long experience, I bring a great deal of first-hand knowledge on issues that are important to the railroad industry.

With the re-creation of a subcommittee focused exclusively on railroads, there provides an excellent opportunity for some significant advances and improvements both in rail capital and rail labor.

One of those advances was passage of the Railroad Retirement Improvement and Survivors' Act of 2001. I worked tirelessly to ensure that this bill got the attention it deserved. Again last year, it overwhelmingly passed the House of Representatives. Unlike previous years, the Senate acted on the legislation and passed it as well. President Bush signed this bill into law on December 21, 2001.

As you know, the bill was critical to the hard-working men and women of the railroad industry. Watching my father throughout my childhood, I have seen first-hand the amount of hard work and long hours that go into railroad work. This legislation is going to protect the rail

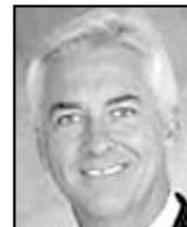
employees' future, granting them the financial security necessary to live a well-deserved and much-needed retirement.

We have successfully protected the future of railroad retirees after years of hard work. Our next major task is making sure that Amtrak remains a vital part of America's transportation infrastructure. To date, I have held two out of three hearings on Amtrak.

The major problem I see with the national rail service is that it is chronically underfunded. The administration's budget request for Amtrak funding this year is \$521 million. The same budget includes nearly \$24 billion for highway, road and bridge-construction projects – which I completely support. But, it leads to one simple conclusion: you cannot expect Amtrak to offer a vital link to the other modes in our transportation network without providing it with a comparable level of investment.

Amtrak is a vital part of our travel industry. If Amtrak is dissolved, not only will Americans be denied a choice of how they wish to travel, but many jobs will be lost, as well. I will continue fighting for Amtrak and the interests of the United Transportation Union, especially in my capacity as chairman of the Railroads Subcommittee. I will make sure that the debate about the future of passenger rail service, and freight service, too, for that matter, stays alive and well.

Cong. Jack Quinn is chairman of the House Railroad Subcommittee, a fifth-term Republican congressman from Buffalo, N.Y., and a long-time and consistent friend of the UTU.



Quinn

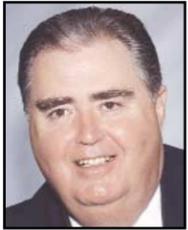


UTU's Boyd testifies before Congress on Amtrak

The following is the statement of Byron A. Boyd, Jr., International President, United Transportation Union, before the Subcommittee on Railroads, House Transportation and Infrastructure Committee, U.S. House of Representatives, on "The Successes and Failures of Amtrak and of the Amtrak Reform and Accountability Act of 1997." This testimony was presented March 6, 2002.

Mr. Chairman, the 125,000 members of the United Transportation Union are beholden to you for this opportunity to participate in a rescue of America's national rail passenger network. The UTU is the largest of rail unions, representing some 3,000 dedicated, highly skilled Amtrak employees, plus some 65,000 freight railroad employees including brakemen, conductors, engineers and yardmasters. We also represent employees in the airline, computer and transit industries.

Mr. Chairman, Novelist F. Scott Fitzgerald wrote, "There are no second acts in American lives." The story of intercity passenger railroading in America has proven him to be wrong.



Boyd

The first act was freight railroads running our intercity passenger trains and doing so with considerable pride and at a profit. As is well documented, highway and airline subsidies ended that act.

The second act is the federally owned Amtrak, intended to relieve privately owned railroads of the monetary losses associated with the passenger-train business. However, we knew three decades ago when Amtrak was formed—and we have been taught again by the Department of Transportation's inspector general, the Amtrak Reform Council and now, belatedly, by Amtrak's own management—that passenger railroading cannot be an entirely profitable undertaking if it is to be operated in the public interest.

Indeed, if America is to have a national intercity rail passenger network—and American voters and taxpayers in overwhelming numbers support such a network—then a third act must be written. That third act must be written to preserve and perpetuate a national intercity rail passenger network operated seamlessly, efficiently, safely, coast to coast, border to border and for the benefit of a population unable or unwilling to travel by highway or air. *USA Today* reported last year that 70% of Americans do not travel by air.

Understanding the value to the most advanced, wealthy and mobile nation in the history of civilization of an efficient, national intercity rail passenger system seems so simple as to be obvious. How disappointing that the nation with the world's most efficient rail-freight network has a third-world equivalent rail passenger system. A national intercity rail passenger network was essential to the economic, political and social fabric of this nation before Sept. 11. Its indispensability is that much greater today.

Mr. Chairman, the United Transportation Union does not pretend to know exactly how the third act should be written. But, we know the third act must be without economic or political flaws. That result, Mr. Chairman, is best achieved as all consequential endeavors are achieved. And, that is by recruiting the best and the brightest to conceive, design and implement an economically and politically realistic plan.

The United Transportation Union recommends a national intercity rail passenger summit whose delegates would include chief executives of the freight railroads, rail-labor chiefs, federal, state and local officials with demonstrated transportation expertise, congressional staff members with intercity transportation responsibility and congressional leaders.

Mr. Chairman, there is compelling evidence that such an approach to preserving a national intercity rail passenger network would be successful. Let me give you two examples.

Out of the ashes of the bankrupt Penn Central Railroad—at its time in 1971 the largest corporate bankruptcy in American history—arose a profitable and efficient Phoenix named Conrail. The best and the brightest among senior railroad and rail-union officials worked with federal, state and local officials and elected leaders to renew and preserve efficient freight rail service in the Northeast. Their progeny, once decried as a helpless and hopeless ward of the state, became a poster child for public/private partnerships. As we know, two of the most successful of freight railroads, CSX and Norfolk Southern, eventually entered into a bidding war to acquire Conrail's assets.

A more recent example of what might be accomplished when the best and the brightest combine their expertise is reform of the Railroad Retirement system. Railroads, their unions and the leadership of this subcommittee worked tirelessly to design reforms that have ensured the financial security of the Railroad Retirement system while increasing benefits and reducing the payroll taxes that fund it.

The UTU's recommendation for a summit to preserve a national intercity

rail passenger network already has elicited the support of railroad chief executive officers and mayors of cities and towns currently served by Amtrak. I hope others testifying here today will acknowledge the value of a summit, where participants collectively agree and buy into an economically and politically realistic plan to preserve a national intercity rail passenger network.

Union Pacific Chairman Dick Davidson is one who agrees with our proposal. Mr. Davidson wrote recently 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 Chief Executive Officer Matt Rose wrote the UTU that its 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."

Mr. Chairman, I stated earlier that the UTU does not pretend by itself to know exactly how best to preserve a national intercity rail passenger network. I would, however, like to share some observations that I would raise at a summit.

Foremost among them—and this was well articulated recently by Amtrak's new board chairman, Mayor John Robert Smith—is that a national intercity rail passenger network cannot be starved for funds. It is regrettable that after Congress authorized almost \$1 billion in federal aid annually for five years for Amtrak beginning in fiscal year 1998, Amtrak agreed each year to an appropriation only about 60% of that amount. That \$2 billion in lost additional funding—funding that Amtrak very likely would have secured had it abandoned its folly of becoming financially self-sufficient—could have prevented the near financial collapse in which Amtrak now finds itself.

A national intercity rail passenger network will require a predictable and reliable source of funds, Mr. Chairman. A century and a half of railroad history teaches that it is not cheap to run a railroad, unless one runs the railroad into the ground.

For this reason, those entrusted with the stewardship of a national intercity rail passenger network must be personally and collectively committed to determining, fighting for and securing the realistic capital and operating-cash needs of the system.

Indeed, this committee's proposed RIDE-21 legislation is the sort of public/private blueprint that recognizes how crucial all modes of transportation are to our nation and could help to assure an efficient and safe national intercity rail passenger network. Public/private partnerships would permit individual states and regions to expand their rail network to meet specific demands.

Mr. Chairman, I also suggest that this subcommittee work to ensure that those entrusted with the stewardship of a national intercity rail passenger network reach out with sincerity to their employees and unions for assistance in

operating the system in the most efficient, safe and passenger-friendly manner. Management need not engage in a popularity contest, but neither should it alienate its employees and unions. I assure this subcommittee that the UTU is committed to working with operators of a national intercity rail passenger network to establish consistent and reliable world-class service.

An example of partnering to assure future success is the UTU's willingness to enter into pilot projects to study the economic value and safety consequences of remote control locomotives. Carrier/labor partnerships, however, must be continual and not sought by carriers solely during periods of crisis.

Another observation, Mr. Chairman, is that Congress should be wary of forcing freight railroads to open their privately owned tracks through franchising to other operators, as has been suggested by the Amtrak Reform Council.

In this regard, I respectfully direct this subcommittee's attention to the manner in which Chicago's Metra commuter rail system is operated. Unlike Amtrak, Chicago's Metra has no legislative guarantee of access to the freight tracks over which it operates. Yet its 700 daily commuter trains share space with some 500 freight trains daily and still maintain an on-time record of near 97%.

Metra's executive director, Philip Pagano, was quoted recently as saying that reasonable people on both sides of the table are capable of making reasonable decisions—and that the reasonable people must be those who understand rail operations. Mr. Pagano said, "You can't legislate people to come to the table because, if you do, then each side is going to put their feet deeper into more cement." Metra reaches out to all of its stakeholders—freight railroads, labor, communities and its actual and potential customers—to include them in problem solving and decision making.

It is essential, Mr. Chairman, that Amtrak board members and senior officers possess a working knowledge of intercity railroad operations and how host freight railroads compete with each other and with trucks. In fact, I respectfully recommend that this subcommittee hear from Mr. Pagano on how he manages relationships at a future hearing, and I certainly hope Mr. Pagano would be part of a summit on the future of a national rail passenger network.

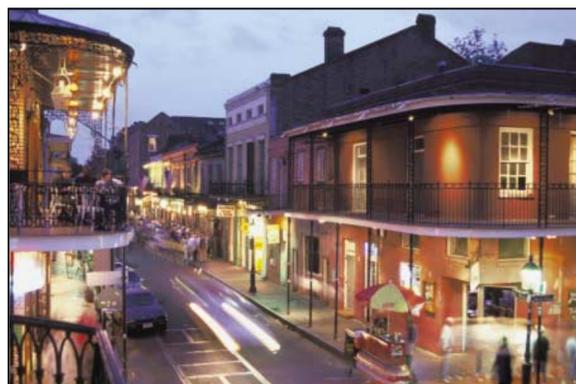
"Remembering our Roots" is theme of this year's Regional Meetings



The nightlife, the entertainment, the games of chance. All will be available to those who attend the UTU/UTUIA Regional Meeting in Reno, Nev., set for June 10-12, 2002. Above, gamblers find out that Lady Luck is being a lady tonight.



Those attending the UTU/UTUIA Regional Meeting in Washington, D.C., set for July 29-31, 2002, will be witness to the history and grandeur that is our nation's capital. Above, paddleboaters enjoy the Tidal Pool in front of the Jefferson Memorial.



Members, families and friends attending the UTU/UTUIA Regional Meeting in New Orleans, La., scheduled for Aug. 15-17, 2002, will find the city's French Quarter, above, offers just about every diversion available, from fine dining to hot jazz.

"Remembering our Roots," the heritage of the transportation-labor movement, is the theme of this year's UTU/UTUIA Regional Meetings.

That theme will be reflected in the historically significant diversity of workshops, speakers and social events planned for the meetings.

Each meeting unofficially begins with a golf outing the morning of the day before the official start of the meeting. Details of those golf outings are printed on Page 11. Golfers will depart by bus early in the morning from the host hotel. Registration for arriving participants will take place from 10 a.m. to 4 p.m. at the host hotel. That evening, a reception, with light hors d'oeuvres, will be held.

First Day

The schedule for the three Regional Meetings will be similar; the schedule for the Reno meeting is printed here.

Registration for arriving participants will continue from 7 a.m. to 4 p.m. The first day of the meeting begins at 8:30 a.m. with UTU International President Byron A. Boyd, Jr.'s, state of the union address.

Following a short break, those participating in the Regional Meetings will follow this schedule:

9:45 a.m. – 10:30 a.m. "Crossing The Line"

The rights of every worker in the workplace and the remedies when others cross the line.

10:30 a.m. – Noon "The Real World"

The real world of contract negotiation in today's political and legal climate under the Railway Labor Act; techniques for reaching a satisfactory resolution of disputes and issues.

10:30 a.m. – Noon "On The Road Again"

Open discussion on issues pertaining to various bus properties throughout different regions of the country.

1:30 p.m. – 3:15 p.m. "Remembering Our Roots"

Development of railroads, rise of railway labor unions, Eugene V. Debs' idea of one union, history of UTU and contemporary issues such as mergers, rubber tire revolution and new technology.

3:30 p.m. – 5:30 p.m. "Your Paycheck and Politics"

A realistic examination of how your union is addressing legislative and political issues that affect your family's lifestyle. Included is an update on changes in current regulations and their impact on our transportation industry and transportation employees.

6:30 p.m. – 9:30 p.m. Reception

Second Day

7 a.m. – 4 p.m. Registration continues

8 a.m. – 10:30 a.m. "Rules"

Investigation "rules." Specifically, the consensus of first division and public law boards on various aspects of investigations, including the duty to protect that a union officer has in his or her role as a representative; what the burden of proof really means; the "dos and don'ts" of a personal injury investigation with a special emphasis on examinations by company doctors; getting it in the record; and the proper use of supporting documentation.

9 a.m. – 5 p.m. "The Right Tools For The Job"

Overview of UTUIA products, and a presentation from the Railroad Retirement Board reviewing the latest tax and benefit changes. UTU local auditors will talk on responsibilities of local secretaries and treasurers as well as monthly, quarterly and annual reporting techniques.

9 a.m. – 5 p.m. "Resolving the Issue"

Procedures to handle grievances pursuant to the National Labor Relations Act, as well as interest-based bargaining and just-cause discipline.

9 a.m. – Noon "Getting Involved at Every Level"

UTU Auxiliary Continental breakfast and general meeting

International officers discuss pertinent issues affecting UTU families. Officers from the national legislative office in Washington, D.C., will speak on the importance of the Transportation Political Education League (TPEL), safety and Railroad Retirement. Designated Legal Counsel (DLC) coordinator Monte Bricker will stress the importance of DLC representation. UTUIA officers will introduce current UTUIA insurance products and explain the need for insurance for you and your family. Past president Al Chesser will address the meeting regarding current issues and how they affect you. There will also be a drawing for door prizes.

10:45 a.m. – Noon "Survival Skills"

The Federal Railroad Administration (FRA) and the National Transportation Safety Board (NTSB) have a growing safety concern about the use of medications (both prescription and over-the-counter) that can

affect the performance of safety-sensitive duties. Both anecdotal reports and some recent accident investigations remind us that a number of medications may adversely impact job safety and can even contribute to the cause or severity of accidents. The FRA and NTSB will discuss the federal requirements, possible future initiatives, best practices for safety, and "dos and don'ts." These could save your life.

10:45 a.m. – Noon "Age Has Its Privileges"

Discussion of issues affecting retired UTU members, ranging from health care coverage, including Medicare, to the benefits of membership in the UTU Retiree Program. Retired members will be able to ask questions regarding benefits and receive answers from representatives of the companies that administer them. (See below)

1:30 p.m. – 3 p.m. "Leveraging Technology"

The many aspects and tools of the UTU's award search database and the components used in the search engine to aid in finding information. See what search operations and techniques you can use for an effective search.

1:30 p.m. – 3 p.m. "For Your Own Health and Retirement"

An overview of the respective health plans as well as Railroad Retirement benefits will be presented by representatives of the UTU health and welfare providers and a Railroad Retirement Board representative.

1:30 p.m. – 3 p.m. "IBB – What Is So Interesting?"

Representatives from the National Mediation Board will provide answers to your questions regarding the grievance mediation process from start to finish and interest-based bargaining.

3:15 p.m. – 5 p.m. "From Throttle to Brake"

An overview of the engineer certification process as it affects locomotive engineers in the field, followed by a review of the power brake regulations that went into effect in the fall of 2001.

3:15 p.m. – 5 p.m. "Leading the Way"

One of the most important, if not the most important, functions of our union is the proper handling of time claims and grievances. Examine the elementary principles and acquire the knowledge necessary to reach a satisfactory resolution of the grievance, and, if necessary, lay the foundation for a winning case at arbitration.

5 p.m. – 6 p.m. Legislative Board Meetings

7 p.m. – 11 p.m. Reception

Cocktails and hors d'oeuvres, with entertainment

Third Day

7 a.m. – 1:30 p.m. Registration continues

8 a.m. – 10:30 a.m. "Asleep at the Switch"

Panel discussions, questions and answers to help members and their families understand fatigue, the number one danger facing railroaders today.

8:30 a.m. – 5 p.m. "The Right Tools for the Job"

Local bookkeeping made simple through the use of the proven local secretary and treasurer automated bookkeeping system, WinSTABS. Learn how this system can save you time. Get one-on-one instruction from the WinSTABS support team.

8:30 a.m. – 5 p.m. "Driving It Home"

The National Transportation Institute is targeting harassment in the bus industry. Someone in the industry is affected by harassment every day. You could be next.

10 a.m. – 4 p.m. UTU Auxiliary Tour of the Ponderosa

Tour of the famous Ponderosa ranch, home of television's "Bonanza" show and the Cartwright family. Participants will tour the home of the Cartwrights, visit the Silver Dollar Saloon, shop and explore the old western town and movie set. Enjoy live country music, food and the atmosphere of the old west. Lunch and transportation is included. Buses leave at 10 a.m. **Pre-registration is required** to guarantee space on this tour.

10:45 a.m. – Noon "Your Best Defense"

UTU designated legal counsel (DLC) representatives will stress the importance of DLC representation for you and your family. Question and answer session to follow.

1:30 p.m. – 3 p.m. "Why?"

Why is UTU at the negotiation table to negotiate and manage implementation of remote control locomotive technology in traditional railroad operations?

3:15 p.m. – 5 p.m. General Committee, Yardmaster Department Meetings

6 p.m. – 7 p.m. Cocktail Reception

7 p.m. President's Banquet

UTU Auxiliary to host Regional Meeting programs

The Auxiliary of the United Transportation Union will once again be hosting a program for the spouses and relatives of UTU members attending the Regional Meetings.

"The seminars will focus on what we do and what we can do to support the UTU," said Auxiliary International President Edythe Walter. "We also hope to recruit new members into the Auxiliary and to explain how to go about starting an Auxiliary lodge."

Besides its educational program, the Auxiliary will also host a special activity at each of this year's meetings.

At the Reno Regional Meeting, the Auxiliary is sponsoring a tour of the famous Ponderosa Ranch, the home of TV's "Bonanza" and the Cartwright family. Pre-registration is required to guarantee space on this tour.

In Washington, D.C., Auxiliary meeting attendees can enjoy a presentation on floral design by Tom Powell, president of the Flower Gallery and coordinator of some of the industry's biggest events.

In New Orleans, the Auxiliary will present a cooking demonstration by world-renowned chef Kevin Belton.

Auxiliary members and guests will hear remarks from UTU International President Byron A. Boyd, Jr., and Assistant President Paul Thompson; U.S. National Legislative Director James Brunkenhoefer and Alternate U.S. National Legislative Director James A. Stem, Jr., and UTU designated legal counsel, a select group of attorneys specializing in rail-labor law. The attorneys will discuss what every UTU family should know about the dangers of the transportation industry, and how to protect themselves and their families in the event of a work-related accident or injury.

"Being the spouse of a railroader is not the easiest job in the world," Walter said. "The Auxiliary provides a form of camaraderie for spouses and family members whose husband or wife is away from the home for much of the day or for extended periods of time," she said.

Regional Meetings feature program for UTU retirees

At this year's Regional Meetings, the UTU and UTUIA will present a program especially for retired union members and their families.

Called "Age Has Its Privileges," the program will be moderated by retired UTU Vice President Larry Davis, who now serves the union, along with former UTUIA regional representative Billy Packer, as co-chairperson of the UTU Retiree Program.

The seminar will open with greetings from International President Byron A. Boyd, Jr., who will talk on the importance of the Retiree Program. Next, National Legislative Director James Brunkenhoefer will talk about the role of retirees in the passage of legislation important to the UTU, such as the recent passage of the Railroad Retirement Improvement and Survivors Act.

Davis then will talk on the many benefits of membership in the Retiree Program and its ties to UTUIA field supervisors. Ralph Dennis, director of insurance for the UTUIA, will also speak on the value to retirees of UTUIA insurance and investment products.

UTUIA field supervisors will then explain their role as the "anchor" to the retiree "local chapters" of the UTUIA local units. Packer also will explain the benefits of the medical emergency data card, one of the benefits of membership in the Retiree Program. (The other benefits are a yearly calendar; membership in the UTU Retiree Travelers Club; discounts on National Car Rentals; two booklets on managing finances and health care, and a custom-made folder for important papers like stock certificates, wills and insurance policies.)

Davis also will introduce representatives from Medicare and Palmetto, who will outline Medicare and claim handling procedures, and take questions.

Senior News



The Santa Special ran from Brown's Yard in Sayreville, N.J., to the Freehold railroad station and back on Dec. 15, 2001, with UTU members playing a major role. From left, helping Santa (played by Bill Stroh, L-1445, Elizabeth, N.J.) are Steve Vona (L-419, Camden, N.J.), J.T. Black (L-1390, Trenton, N.J.), Victor Kowsahuk (L-1390), Ray Gloede (L-1949, Baltimore, Md.) and Ted Celen (L-1390).

Retiree helps stage 15th Santa Special

Fifteen years ago, retiree J.T. Black, then a Conrail trainman, had an idea for turning an annual event into an extravaganza. On December 15, 2001, it became something more when the organizers dedicated the day to the victims of the September 11 terrorist attack on New York City, which claimed 35 victims from Black's hometown of Middletown, N.J.

Each year, in historic Jamesburg, N.J., Santa Claus comes to town aboard a fire truck. In 1986, it occurred to Brother Black, a member of Local 1390 in Trenton, N.J., that railroad tracks run through the center of town.

"My conductor, Tom LoPresti (L-1390), played Santa for the fire department," Black said. "I wondered why we couldn't run a special train at Christmas. I mentioned it to trainmaster Doug Watts, and we got the green light."

Bad knees sidelined Brother LoPresti this year, but the event keeps growing bigger and better. "Thanks to all the volunteers, we gave gifts and Polaroids to well over 300 children, and handed out 600 bags of candy," Black said.

"It takes some work," said Black, who noted that his son-in-law, Dennis Keefe, has served as engineer for the past decade, "but it's worth it when you see the excitement on the kids' faces."

UTU Travelers Club offers cruise of Hawaiian Islands

CLEVELAND, Ohio – It is not too early to start making autumn travel plans, especially when the UTU Travelers Club is making available to retired and active members a cruise of the Hawaiian Islands aboard the Princess Cruise Line's dazzling Dawn Princess.

Set for October 27 through November 9, 2002, this nine-day adventure in paradise will long be remembered by even the most experienced travelers. Whether it's the memories of sailing from one picture-perfect Hawaiian island to the next, the luxury and first-class amenities of a Princess cruise, or the spectacular rates that put this package well within reach, this is one cruise that's hard to resist.

The package offered to UTU members and their guests includes airfare from Los Angeles or San Francisco; all transfers to and from the ship; cancellation insurance; \$100 per person shipboard credit (maximum of \$200 per cabin); an exclusive group cocktail party, and payment of all taxes and port charges. In addition, travelers will enjoy one night's pre-cruise hotel stay at the fabulous Hilton Hawaiian Village and a Pearl Harbor/U.S.S. Arizona Memorial tour.

With prices starting at just \$2,130 per person (based on double occupancy), the only difficulty is finding a reason not to go!

The adventure begins after an evening's rest on the island of Oahu in Honolulu at the Hilton Hawaiian Village on the famed Waikiki Beach.

After you've toured the U.S.S. Arizona Memorial at Pearl Harbor and the day is done, you'll board the Dawn Princess for morning arrival on the island of Maui. The second largest of the Hawaiian Islands, Maui offers activities to match any interest, with one gorgeous beach after another and the world's largest dormant volcano.

That evening, you'll head to Nawiliwili on the island of Kauai. Known as the garden island, Kauai boasts spectacular views of the rugged Na Pali cliffs and Waimea Canyon.

Hilo, the Big Island, then beckons with black-sand beaches, lush gardens, and Volcanoes

National Park. You'll be tempted by tours to a macadamia nut factory, the thundering Akaka Falls and the many colorful flowers at the Hawaii Tropical Botanical Garden.

A visit to Kona, known worldwide for its unique blend of coffee, caps your tour of the islands, but signals the beginning of your experience aboard the Dawn Princess.

As you sail to the mainland, you'll enjoy the opportunity to experience the Dawn Princess and everything it offers, including five dining areas; a 24-hour international food court; two show lounges and a full theater; beauty and spa facilities; a sports deck for volleyball, basketball and paddle tennis; a glass-walled fitness center surrounding a pool suspended between two decks, the AOL Internet Cafe, a full-service casino, and so much more!

For information and a reservation form, write to **UTU Travelers Club, Hawaiian Cruise, 14600 Detroit Ave., Cleveland, OH 44107-4250**; or call Lakewood Travel Bureau toll free at **1-800-726-9294**. (From Canada, call 216-221-9294.)

RETRENDO Club marks 20 years

A group of Pennsylvania Railroad and Conrail retirees planning their 20th annual dinner and dance has extended an invitation to rail veterans from all crafts to attend the upcoming event.

The RETRENDO (REtired TRainmen and ENginemen SOcial) Club's gathering will be held Sunday, May 5, 2002, at the Lamplighter Restaurant in Delmont, Pa., according to retired yardmaster A.V. "Jock" Powers, a UTU Retiree Program member from Local 1948, Youngstown, Ohio.

For information, write to Powers at **P.O. Box 325, Westmoreland City, PA 15692**, or call him at **(724) 863-1232**.

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
168	Craig, Jr., John	Livonia, Mich.	605	Hardway, William E.	Gassaway, W. Va.	1172	Frank, Jack T.	Mullens, W. Va.
215	Seagrist, Richard L.	Shiremanstown, Pa.	632	Porter, Harry E.	Altoona, Pa.	1177	Johnson, Buford D.	St. Cloud, Minn.
239	Kennison, Frank P.	San Jose, Cal.	645	Witthohn, Jr., Geo. H.	Ocean Is. Bch., N.C.	1291	Hinton, Thomas S.	Attalla, Ala.
265	Rogers, Rollie B.	Pocatello, Idaho	662	Cash, Lewis W.	Newport News, Va.	1346	Ellison, Rosen J.	Madison, Tenn.
281	Michau, Ray E.	Dolton, Ill.	730	Rice, Lauren A.	Three Forks, Mont.	1375	Bowers, W.F.	Hernando, Fla.
305	Becker, John	Lincoln, Neb.	807	Wakefield, Richard W.	Tucson, Ariz.	1386	Stanley, Robert E.	Parkersburg, W. Va.
305	Raddatz, Elmer L.	Lincoln, Neb.	821	Robbins, Irvin	Sanderson, Tex.	1389	Hewlett, Wayne B.	Raceland, Ky.
305	Shook, Claire A.	Milford, Neb.	832	Stanley, Harold L.	Rhineland, Wis.	1390	Scott, Ralph J.	Hendersonville, Tenn.
340	Alt, John M.	Connellsville, Pa.	856	Clark, Sterling R.	Eustis, Fla.	1422	Predmore, Willard F.	Huntington Bch., Cal.
385	Golezin, Thomas	Whiting, N.J.	898	Tierney, Joseph M.	W. Yarmouth, Mass.	1545	Burrell, Charles A.	N. Ltl. Rock, Ark.
477	Bartlett, Wesley C.	Hutchinson, Kan.	904	Schaefer, Herman J.	Evansville, Ind.	1548	O'Connor, Timothy M.	Indianapolis, Ind.
496	Stone, Harry C.	Portsmouth, Ohio	911	Johnson, Jr., Berl L.	Little Canada, Minn.	1563	Gutierrez, Gilbert V.	Henderson, Nev.
587	Carley, Lawrence H.	W. Battleboro, Vt.	923	Wadlow, Joseph G.	Lk. Havasu City, Ariz.	1638	Springer, Robert A.	Merritt Is., Fla.
590	Zabrockas, Edward	New Lisbon, Wis.	1059	Temanson, Robert V.	Sioux Falls, S.D.	1928	Bismark, John E.	Toledo, Ohio
594	Hobson, Chasten M.	Mt. Pleasant, Tex.	1168	Langford, Adrian K.	Clovis, N.M.			

Voices:

What are your thoughts on locomotive remote control?



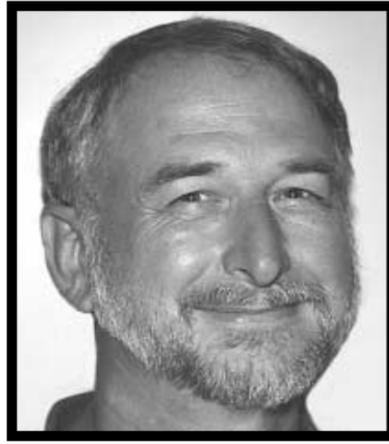
John Pierce III
L-1760, Detroit, Mich.

"I'm currently working for CSX as an engineer. I've been on the railroad for eight years, and I'm local chairperson for conductors and switchmen. We absolutely expect to see remote operations here. I'm from the computer age, so I'm not afraid of technology, but as a chairperson, I'm concerned about jobs and compensation. We're definitely sidestepping problems by being proactive on this and having pilot programs instead of fighting over something after the fact. But you can't stop technology. Radios and end-of-train devices are good examples of that, and we all know what happened there."



Jack A. Martin, Jr.
L-1205, Kingsville, Tex.

"I'm a Union Pacific conductor and local chairperson, and I've been a rail worker for 25 years. We don't have remote control operations here, but they're talking about it. It's coming, it's the wave of the future and I don't think we can fight progress. I believe the UTU is on the right path by researching it with pilot programs and finding out how to handle it safely, rather than having it forced on us by the company. It could be a great tool if you don't push it past its limits. Everything's based on the almighty dollar, so if the company figures it can save by using remote controls, we're going to see it."



Montie Sims
L-331, Temple, Tex.

"I'm a crossbred BNSF engineer/conductor. I was a conductor for 20 years and was transferred to engine service. I'm also local president, and most of the guys here don't want to see remote control operations coming, but they know it's coming. I don't like it. I wish they'd put more thought to it and consider the men who might lose jobs on account of it, and hold off as long as they can. I think it's going to have a trickle-down effect, where guys end up bumping each other, and someone won't have a job. It's coming, but I think it's just another issue where the company is spending a lot of money to get rid of people."



Jim Wyatt
L-239, Oakland, Cal.

"I hired out in 1972, just shy of 30 years ago, on the Southern Pacific. Now I'm a Union Pacific trainman working the conductor's extra board out of Oakland. I think the UTU is way ahead of the curve on this. Technology is part of our workplace, and we should be the people who control that technology. I think it will be in widespread but limited use because of liability issues. The UTU's way out front with this, and I want to see them stay out front. I think we've done the right thing. I don't see the coming of the remote as a doomsday scenario any more than the coming of the radio was; it's just a change."

TPEL HONOR ROLL

Individuals who have begun contributing to TPEL or increased their donations to \$100 or more, per year, during the previous month

Name	Local	City	Name	Local	City
PLATINUM CLUB (\$1,200 OR MORE PER YEAR)					
Zito, Marc A.	20	Beaumont, Tex.	*Thornton, James L.	238	Ogden, Utah
Altier, Joseph P.	29	Babylon, N.Y.	Stein, Ronald J.	243	Ft. Worth, Tex.
Hajek, Francis	48	Norfolk, Va.	Jones, Randy W.	281	Milwaukee, Wisc.
Moody Jr., Willard J.	48	Norfolk, Va.	Glossip, Larry W.	303	Springfield, Mo.
Harrington Jr., Robert E.	168	Chicago, Ill.	Galihier, Eileen M.	367	Omaha, Neb.
Naumes, Robert T.	262	Boston, Mass.	*Callibbari, Joseph B.	378	Cleveland, Ohio
Downes, Daniel J.	528	Chicago, Ill.	Rogers, Terry W.	407	Charleston, S.C.
Rabb III, Lloyd L.	807	Tucson, Ariz.	*Tanner, James H.	407	Charleston, S.C.
Moody Sr., Willard J.	854	Portsmouth, Va.	*Koenig, James C.	471	Eugene, Ore.
Holland II, James R.	903	Jacksonville, Fla.	Larsen, Robby J.	473	La Grande, Ore.
Boudreaux, Joe N.	965	Dallas, Tex.	Brokky, Larry J.	525	Grand Forks, N.D.
Barczak, Ronald J.	1000	Minneapolis, Minn.	Bushaw, Jeffrey J.	525	Grand Forks, N.D.
Gilwee, James F.	1201	Stockton, Calif.	*Williams, Charles E.	535	Macon, Ga.
Papa, John T.	1388	St. Louis, Mo.	Weinblatt, Richard S.	577	Northlake, Ill.
McVay, William W.	1418	Conway, Pa.	*Graves, Jesse	750	Knoxville, Tenn.
Feldman, Larry R.	1422	Los Angeles, Calif.	Silcott, Danny W.	794	Wellington, Kan.
O'Neal, G. Michael	1532	Kansas City, Kans.	Wetta, Vincent L.	794	Wellington, Kan.
Pfister Jr., R. Edward	1770	Los Angeles, Calif.	Breckenmaker, Erika	816	Harrisburg, Pa.
Letbetter, Tom R.	1886	Houston, Tex.	Baeva, Sammy	823	Big Spring, Tex.
Hoey, J. Dillon	1895	Chicago, Ill.	Cox, Gary W.	823	Big Spring, Tex.
Tillery, Stephen M.	1929	E. St. Louis, Ill.	*Wagner, Roger F.	891	Whitefish, Mont.
Brennan, Edward F.	R	Belleville, Ill.	Labollita, Anthony	898	Boston, Mass.
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)					
Mewshaw, Mark	605	Grafton, W.Va.	Hance, Merle L.	934	Alliance, Neb.
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)					
Sullivan, FE.	904	Evansville, Ind.	Wells, David L.	934	Alliance, Neb.
Cusick, David L.	1732	San Jose, Calif.	*Pyle, Lester G.	974	Nashville, Tenn.
Thorpe, Andrew A.	1933	Washington, D.C.	*Nelson, Floyd R.	1000	Minneapolis, Minn.
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)					
Drawdy, Larry E.	117	Vancouver, Wash.	*Cindric, Joseph A.	1074	Freeport, Pa.
Bowler, Gary L.	166	Salt Lake City, Utah	Duran, Thomas R.	1081	Glendale, Ariz.
Ohlschwager, Michael E.	166	Salt Lake City, Utah	Malloy, William H.	1168	Clovis, N.M.
Clevenger, Carl Murray	168	Chicago, Ill.	Kennedy Jr., Alvin A.	1172	Mullens, W.Va.
Silkowski, Douglas S.	168	Chicago, Ill.	Kirk Jr., James N.	1172	Mullens, W.Va.
Hauk, Bobby D.	564	Cleburne, Tex.	Ward Jr., Robert L.	1172	Mullens, W.Va.
Hauck, William A.	581	Green Bay, Wisc.	Woosley, Mark K.	1172	Mullens, W.Va.
Davis, Gordon A.	771	Needles, Calif.	Worley, Gregory A.	1172	Mullens, W.Va.
Fruechtenicht, Stephen G.	1525	Carbondale, Ill.	*Hayes, Franklin D.	1374	New Castle, Pa.
Littrell, Susan Mae	1525	Carbondale, Ill.	Niebur, Kenneth M.	1525	Carbondale, Ill.
Katherman, Dennis John	1629	Phoenix, Ariz.	Robinson, Christopher M.	1525	Carbondale, Ill.
Simmons, Mark D.	1732	San Jose, Calif.	Kaufman, Neil V.	1574	Portland, Ore.
Jones Jr., Charles N.	1886	Houston, Tex.	Osburn, Clay D.	1574	Portland, Ore.
DIAMOND CLUB (\$300 OR MORE PER YEAR)					
Maurer, Robert F.	469	Madison, Ill.	Kirchman, John T.	1597	Chicago, Ill.
Jansen, Darlo G.	872	Omaha, Neb.	Matejek, Philip G.	1597	Chicago, Ill.
Hart, Kelly S.	1886	Houston, Tex.	Grill, Thomas E.	1628	Pittsburgh, Pa.
Thompson, Bruce J.	1933	Washington, D.C.	Peterson, Shayne L.	1629	Phoenix, Ariz.
Tiedemann, Ron E.	1933	Washington, D.C.	Abbott, Jerry L.	1732	San Jose, Calif.
GOLD CLUB (\$100 OR MORE PER YEAR)					
*Kane, Harold A.	5	Kansas City, Mo.	*Davis, Darrell W.	1770	Los Angeles, Calif.
Bruinekoel, Steven P.	72	Battle Creek, Mich.	Wilson, Larry D.	1780	Kansas City, Mo.
*Rice, Douglas M.	95	Rensselaer, N.Y.	Hensley, Earsel L.	1869	Williamson, W.Va.
Allen, Charles R.	117	Vancouver, Wash.	Barrett, Randall L.	1886	Houston, Tex.
Gryczan, Janet E.	117	Vancouver, Wash.	Jennings, Luis R.	1886	Houston, Tex.
Manaras, David S.	117	Vancouver, Wash.	Mooney, Brian	1886	Houston, Tex.
Papineau, Michael N.	168	Chicago, Ill.	Newman, James R.	1886	Houston, Tex.
*Cox, Walker, M.	195	Galesburg, Ill.	Nunn, Barnett G.	1886	Houston, Tex.
Runquist, Richard L.	195	Galesburg, Ill.	Robinette, Richard L.	1886	Houston, Tex.
			Cranor, Keith E.	1933	Washington, D.C.
			Downs, Steven M.	1933	Washington, D.C.
			Mebane, Barry A.	1933	Washington, D.C.

* = Retired Member

UTU strikes CN/IC over union official marking off

CLEVELAND, Ohio – The United Transportation Union reached agreement with the Canadian National/Illinois Central (CN/IC) in late February to call off a strike against the rail carrier following a brief work stoppage.

On February 28, 2002, the union commenced a strike action on the CN/IC railway system in the United States (including the CN-owned Grand Trunk Western) after carrier officials violated the Railway Labor Act by refusing to permit elected UTU officials from marking off work to conduct union business.

The UTU also had filed a petition with the U.S. District Court for the Southern District of Illinois, where the violations occurred, asking the court to issue a declaratory judgment and injunction prohibiting the CN/IC from continuing to violate the Railway Labor Act. The UTU represents trainmen, conductors, firemen and hostlers on the CN/IC system.

The violation arose, Boyd said, after a CN/IC official refused to permit a UTU-elected vice general chairperson to mark off work on union business. The Railway Labor Act provides that members of a labor union may designate representatives to conduct official union business on their behalf free from "interference, influence or coercion" by the employer.

When a UTU vice general chairperson, who represents trainmen, conductors, firemen and/or hostlers on the former Illinois Central-owned Paducah & Louisville, as well as on a segment of the Kansas City Southern Railway, sought to mark off for union business, the request was denied by at least three CN/IC officials. One of those officials, Supt. Gary Adkins at Memphis, Tenn., told the UTU official he would have to disclose his union duties and reveal the list of union meetings he wanted to attend.

Adkins then told the UTU-elected official that because he was employed as a CN/IC locomotive engineer under a contract negotiated by the Brotherhood of Locomotive Engineers, and that because he did not directly represent any employees of the CN/IC, he would not be permitted to mark off on union business. It is not uncommon for locomotive engineers to be members of the UTU, said Boyd, a locomotive engineer.

"The action of CN/IC officials bespeaks anti-union animus designed to interfere with UTU's status as a duly-elected union representative and is clearly in violation of the Railway Labor Act," Boyd said. "This issue, however, has been resolved to our satisfaction, and all UTU members on the CN/IC have returned to work."

BNSF safety

Continued from page 1

requirements, rules and operating practices all have a bearing on safety in general and human-factor failures specifically.”

“This is unquestionably a step in the right direction, and it’s something we needed to be a part of, because it’s our members who get hurt,” UTU Vice President Carl M. Vahldick said. “Whatever we can do to ensure a safer workplace, we’re that much ahead of the curve.”

“At the same time, all of us in the industry know the heavy-handed discipline process doesn’t work, and that’s another reason why this commitment by management and labor is so significant. Credit has to go to all the general chairpersons who are participating in this process.”

“This agreement represents a fundamental change in our approach to safety for operating employees,” M. David Dealy, BNSF’s vice president for transportation, said. “Both UTU and BNSF will focus on root-cause analysis and cor-

rective action to prevent injuries caused by behavior as well as injuries caused by environmental conditions.”

Several UTU general chairpersons already have signed the agreement, putting it into effect on their territories. Other UTU general chairpersons are expected to sign shortly.

The agreement provides that BNSF employees represented by the UTU are eligible for alternative handling – rather than punitive discipline – if they accept responsibility for the violation and are not late in reporting personal injuries. Excluded from the new procedures are violations of drug and alcohol policy, gross negligence defined by federal regulations as willful violations, rules violations resulting in “very serious” personal injury or property damage exceeding \$250,000, dishonesty, physical altercations, serious equal employment opportunity violations and job abandonment. Multiple offenders also can lose eligibility.

Alternative handling will be available for so-called Class 1, 2 and 3 offenses, which follow, for example, violations of federal regulations, accidents, injuries and operating-test failures. Alter-

native handling will include a written plan of employee education tailored to the employee’s work environment and will permit the employee to receive full compensation during the training and counseling period.

Progress toward securing an agreement with BNSF was announced in September 2001, and was the result of a March 14, 2001, call by President Boyd for a safety summit.

After former BLE International President Edward Dubroski applauded the safety initiative, Boyd proposed that both unions participate in the summit together, along with BNSF’s Rose.

The unprecedented “safety summit” was held in April 2001 in Kansas City, Mo., and it resulted in the creation of an executive safety committee with a mandate to develop an action plan within 90 days.

“Safety goes beyond rivalries between unions and rivalries between those unions and a company,” Boyd said at the safety summit meeting. “We must do everything in our power to make sure our members go home safely each and every day from their jobs.”

Save Amtrak

Continued from page 1

it is broken up and operated on a piecemeal basis under contract. Also, it is time for Congress “to recruit the best and the brightest to conceive, design and implement an economically and politically realistic plan” for a national intercity rail passenger network, according to Boyd.

Boyd urged that a new Amtrak president have an interest in trains and a “compelling compassion to lobby Congress for the funds necessary to ensure world-class service.” Warrington rarely rode the rails to inspect Amtrak or meet with Amtrak employees and further failed to lobby Congress for sufficient dollars to ensure improved service.

In urging increased Amtrak funding, Boyd compared recent federal subsidies for Amtrak of under \$600 million annually with some \$24 billion annually for highways and more than \$12 billion for aviation. “A century and a half of railroad history teaches that it is not cheap to run a railroad – unless one runs the railroad into the ground,” Boyd said. (*The full text of Boyd’s testimony is found on page five.*)

Boyd also met with federal transportation officials, including Federal Railroad Administrator



UTU International President Byron A. Boyd, Jr., left, meets with House Railroad Subcommittee Chairman Jack Quinn of New York prior to Boyd’s congressional testimony on Amtrak.

Allan Rutter, Amtrak Reform Council Executive Director Tom Till and members of the council. Newspaper reporters, including those from *The Washington Post* and *Daily Labor Report*, interviewed Boyd. C-Span recorded his congressional testimony and broadcast it several times.

Boyd vigorously defended the dedication, skills and compensation of Amtrak employees. Amtrak-employee compensation packages are determined by arms-length collective bargaining similar to contracts between Amtrak and its sup-



UTU International President Byron A. Boyd, Jr., left, and Federal Railroad Administrator Allan Rutter during their discussions recently on Amtrak and other rail-related issues.

pliers of equipment and fuel, Boyd said.

Skilled Amtrak employees, who already earn less than many of their counterparts on freight railroads and even in the transit industry, have provided substantial givebacks in the past to help keep Amtrak operating, Boyd said.

Any attempt to cross-subsidize Amtrak further on the backs of employees could risk losing those skilled workers to freight railroads and creating safety problems for Amtrak, Boyd said.

KCS pay problem

Continued from page 1

service employees. Instead, crews were instructed to submit time slips via telephone facsimile.

In an increasing number of cases, the fax process resulted in lost time slips and underpayment. The problems were caused by non-functioning and malfunctioning fax machines as well as incorrect phone numbers being provided to train crews.

“After UTU general chairpersons brought the matter to the attention of senior KCS management, railroad officials acknowledged serious problems with the KCS timekeeping system and worked with UTU general chairpersons Jerry Batton, Curtis Roughton, Warner Biedenharn and Larry Davis to devise a means of eliminating the problem,” said UTU International President Byron A. Boyd, Jr. “KCS confirmed its promises

in writing to our general chairpersons. The UTU demanded that engineers as well as trainmen be covered by the changes,” Boyd said.

“While the general chairpersons’ persistence should result in a significant reduction in payroll shortages and decrease the time it takes to correct these errors, the UTU will continue to monitor the problem and demand additional changes if the promised fixes do not fully solve the underpayments,” Boyd said.

Batton said that many engineers working under a Brotherhood of Locomotive Engineers contract also were being shorted and “we insisted that the engineers also be included in the fix.”

“KCS officials realized this was a big mess. Many BLE engineers have come to me to get their payroll problems resolved also, and I am happy to help them. We are all in this together. I am trying to show how good the word of the UTU is,” Roughton said.

Rails honor UTU



When national railroad officers gathered in Washington, D.C., March 13, they singled out the UTU as the most effective component of the two-year-long joint carrier/labor lobbying effort to have Railroad Retirement reform passed into law. UTU National Legislative Director James M. Brunkenhoefer accepted the award on behalf of the UTU. The carriers described the UTU’s efforts as among the most important legislative contributions to the railroad industry during 2001.

Register now for the Regional Meetings!

Online registration available at www.utu.org. Click on

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.

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) _____

Street address _____ E-mail _____

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 former local chairperson **James V. Allen** of Local 1400 at South Portland, Maine. This photo, taken December 14, 2001, is of the first Amtrak passenger train to operate from Boston to Portland, Maine, since 1965, Allen said. The train is seen arriving at the Thompson Point station in Portland.

The UTU Public Relations Department is awarding UTU gear to the union member who submits the best photograph during the previous months. The 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 use of cameras on the property or during work hours.



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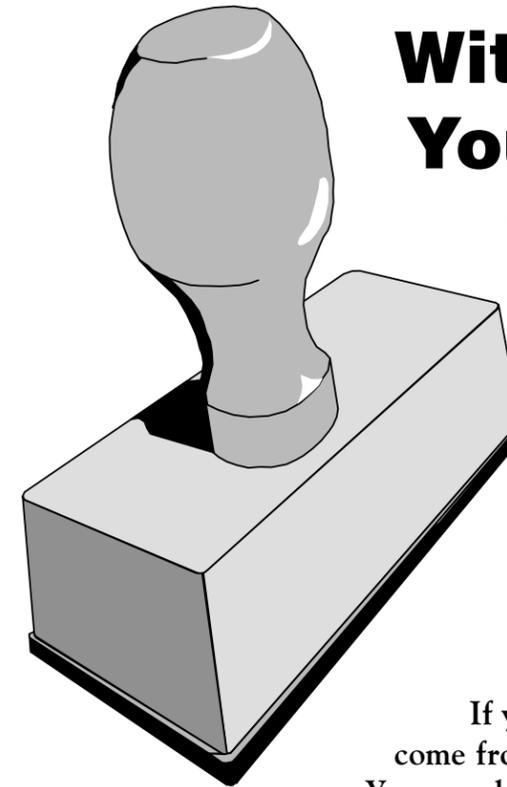
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