Members vote at D&H

ALBANY, N.Y. – Ballots have been mailed to about 200 workers on the CFI/Delaware & Hud- son Railway represented by the UTU, giving them the opportunity to vote on a new four-year con- tract that would eliminate entry rates and estab- lish trip rates in place of mileage rates, according to UTU International Vice President Pete L. Patsouras. The tentative contract also includes a signing bonus, grievance procedure amendments, and a provision for computing vacation days based on anniversary date. In addition, COLAs are provided for at the end of the contract. “We were able to reach a tentative agreement after the first session with a National Mediation Board (NMB) official,” Patsouras said. “The mediator did a great job, but so did everybody who played a part on our negotiating team.” Patsouras said those who were particularly helpful in putting the pact together included UTU New York State Leg- islative Director Sam Nasca, General Chairperson Mike Maloof, and General Chairperson Carmine Mastropietro. Also instrumental were Sean Keat- ing, who was acting chairperson for conductors, and James M. Hawley, president of Local 211, Binghamton, N.Y., who recently was elected con- ductors’ chairperson. “I think the contract will win ratification,” said Mastropietro, who repre- sents trainmen on prior-rights districts. “There’s something in here for everybody.

RRB to mail pay forms

CHICAGO – The U.S. Railroad Retirement Board will soon be mailing a “Certificate of Service Months and Compensation” (Form BA-6) to every railroad employee who received creditable railroad compensation in 2001. Employees for whom compensation was reported in 2001, but who have not received a Form BA-6 by late June, or need a replacement, should contact the nearest board office serving their area are provided on the form. Employees can also locate the nearest field office by visiting the board’s web site at www.rrb.gov. In addition, a toll-free automat- ed help line is available 24 hours a day, seven days a week, at 1-800-808-0772.

THE VOICE OF TRANSPORTATION LABOR

“The only support these guys got was from the UTU. I think it was extraordinary for the UTU International to grant us strike benefits and to make its resources available to support so few people. The UTU will do whatever it needs to do, whether it’s for the benefit of 30 people or 30,000, and this case proved it. You can’t believe what that meant to us. The UTU did everything it could to protect 30 people!”

— Colorado & Wyoming Railway General Chairperson John Kurtz (see page 5)

Cleveland, Ohio – Voting could begin by July on a tentative new contract between the UTU and America’s major railroads.

The tentative agreement covers wages, work rules, remote control technology and health care.

Affected are U.S. employees in train and engine service and yardmasters, who make up almost one-third of the nation’s rail workforce.

The agreement must be ratified by the affected UTU-represented employees.

Freight railroads negotiating this agreement include The Burlington Northern and Santa Fe Railway Co., CSX Transportation Co., Kansas City Southern, Norfolk Southern Railway Co. and Union Pacific Railroad.

Details of the tentative agreement are being posted on the UTU’s website at www.utu.org and through a special issue of the UTU News, which should reach all affected employees in June.

Special advisories will be made available to UTU members via e-mail if they have signed up for that service (see www.utu.org).

UTU U.S. officers and rail general chairpersons were provided a detailed briefing on the tenta- tive agreement by the UTU negotiating team.

May 23 in Washington, D.C.

“This agreement builds upon a prior tentative agreement reached in September 2000 and deals with wages, entry pay, health care and remote control technology,” UTU International Presi- dent Byron A. Boyd, Jr., said.

“The rail contract our negotiating team has obtained from the carriers is substantially improved from where we were two years ago when a tentative agreement failed to materialize.

“You will see an improvement in entry rates of pay,” Boyd said. “As for remote control, we have achieved protection and pay recognition.

“In the area of health care, we will not follow the costly pattern agreed to by another union. Brothers and sisters, this is really a good deal. I believe that when all the facts are released, you will find that your negotiating team delivered on each of the promises made to you.”

Boyd thanked members of the negotiating team, which included Assistant President Paul Thompson; General Secretary and Treasurer Dan Johnson; Vice Presidents David Hakey, Rick Marceau, Carl Vahldick and Arnie Martin; Assis-
Local 4, Charny, P.Q.

The Sixth Annual Railway Symposium organized by the local boasted 17 exhibitor booths and drew more than 150 participants, said Secretary-Treasurer and Legislative Representative Louis-François Garceau. Quebec Legislative Board Chairperson Robert August gave a speech about unionizing short lines at the event. Meanwhile, Garceau said he will step down from his positions following his 55th birthday in June, in accordance with the local’s bylaws.

Local 281, Milwaukee, Wis.

Members are mourning the loss of Amtrak conductor Mary I. Maguire, 40, who succumbed to cancer on March 30, said Local Chairperson Michael R. Doyle. She is survived by a nine-year-old son, Matthew. Sister Maguire, who was always working to improve safety and working conditions, worked on disability two years ago due to back problems stemming from an assault by a passenger on the Empire Builder.

Local 340, Connellsville, Pa.

The local and Operation RedBlock are sponsoring a golf tournament at Norvelt Golf Club at Norvelt, Pa., on June 26, said Vice Local Chairperson Randy Matthews, with a luncheon set to follow. For more information or to sign up, contact Matthews at (724) 887-4578, or send e-mail to him at rmat29313@cs.com.

Local 471, Eugene, Ore.

The Sixth Annual J.C. Anderson Memorial Golf & BBQ Tour will be held August 5 at Dia-mond Woods Golf Course in Monroe, Ore., said Legislative Representative Greg Boam. For information, write to Boam at 474-D Thunderbird Dr., Eugene, OR 97404, or call (541) 461-4507.

Local 597, Des Plaines, Ill.

The local, with the Heritage Presbyterian Church in Carol Stream, is holding a food drive June 15 to benefit The People’s Resource Center in Wheaton, Ill., as part of “Join Hands Day,” the national day of volunteerism sponsored by the National Fraternal Congress of America and the Points of Light Foundation. For information, contact Harry C. Lewis, Jr., at (630) 790-8432.

Local 744, Franklin, Ind.

Members participated last month in a golf outing sponsored by Designated Legal Counsel Harry, Farina and Downes, said Local Chairperson Kenneth O. Edwards. The scramble format awarded prizes for longest drive, longest putt, and closest to the hole when throwing the ball over the shoulder with a snow shovel from the fringe of the green.

Local 911, Minneapolis, Minn.

The local continues to participate in the Safety Assurance and Compliance Program (SACP) despite Canadian Pacifi c’s decision to cut funds and the number of labor participants, said Legislative Representative Jerry Ott. Among items on the agenda is a simulated emergency evacuation drill in October.

Local 934, Alliance, Neb.

The local recently celebrated its Membership Appreciation Day, which also served as an open house in its office space, said Local Chairperson R.V. Lloyd.

Local 971, Crewe, Va.

Conductor R.W. Dix was presented with a plaque for his many years of dedication as a mem-

Bus operators from around the U.S. transported spectators at the Winter Olympics in Salt Lake City, Utah. Clockwise, from top left, are Art Ramos (L-1607), Los Angeles, Calif.; Jose Garcia (L-1563), El Monte, Calif.; Tammy Beyer (L-1607) and Jason R. Miller (Utah Transit Authorities).

Bus operator drives at Winter Olympics

The Winter Olympics in Salt Lake City featured not only world-class athletes, but also world-class bus operators, including Art Ramos of Local 1607 in Los Angeles Calif., who was one of about 900 operators chosen from 4,000 applicants to work at the games.

“The Olympics Committee conducted a nationwide search called ‘Drive for the Gold,’ looking for operators to drive buses during the games,” Brother Ramos said.

A bus operator with the Los Angeles County Metropolitan Transportation Authority (MTA) for 13 years, the 44-year-old Ramos said he had the experience of a lifetime.

“It gave drivers from different cities the opportunity to meet, work together toward a common goal, and make sure the events went on,” said Ramos, who drove spectators to the various venues.

Ramos relished the opportunity to see and operate the various buses brought in for the event.

“We had buses from such places as Washington, D.C., New York City, St. Louis, Atlantic City, Orange County and Atlanta. I really liked the D.C. buses. Every bit as enjoyable was the chance to meet bus operators from around the nation, including UTU members from other locals. “There were drivers from as far as Hawaii, New York and Texas,” said Ramos. “We got along very well. It was a nice change of pace for everybody, and we got to represent ourselves as a profession.”

The operators received three days of training before the opening ceremonies to learn the routes and Utah’s rules of the road. “We were given accommodations, provided with uniforms, and paid good wages,” he said.

Challenges included working in a new environment and dealing with passengers from around the world, but Ramos said the job went smoothly. “It was never really a hassle, despite the many languages and cultures,” he said.

Ramos said the operators also enjoyed some social functions. “We were welcomed with a party when we arrived, we went to a party sponsored by the Utah Transit Authority, and the night before we left, the Olympic Committee gave us a party at the Meadows Plaza featuring K.C. and the Sunshine Band,” Ramos said.

Besides getting to keep the uniform, the operators were given souvenirs, a certificate marking their service, a commemorative watch, collection pins and a medallion. “They were very nice and generous to us in every way,” Ramos said.

Local 1574, Portland, Ore.

Members are slated to vote on a new set of bylaws, according to Secretary-Treasurer J.R. Wolfe. Meanwhile, members voted to cover the costs of sending Local President, Legislative Representative and Delegate J.B. Collins to attend the Regional Meeting in Reno, Nev.

Local 1638, Cleveland, Ohio

COS conductor Ray Bottles will participate in a radio interview on WEOL-AM 950 in Elyria, Ohio, at 9 a.m. on June 11, sharing his memories of the 20th Century Limited to mark the 100th anniversary of the passenger train’s launch. Bottles believes he may be the last working trainman who pulled duty aboard the train.

Local 1736, Flint, Mich.

A memorial to two fallen railroaders attended by about 300 people was held May 18 during Railroad Days, when a monument commissioned by the local, Canadian National (CN), and members of Brotherhood of Locomotive Engineers (BLE) Division 650 was unveiled. The memorial paid tribute to Grand Trunk Western (GTW) conductor Gary L. Chase, 58, a member of the local, and Canadian National (CN) locomotive engineer Tom O. Landris, 49, a member of BLE Division 650, who were killed in a head-on collision Nov. 15, 2001, at Andersonville, Mich. Also on hand were U.S. Alternate Vice President-East Steven J. Thompson and Michigan State Legislative Director David H. Bricker.

Local 1957, Slsbee, Tex.

Conductor Elvin E. Polk recently was presented a plaque upon his retirement from the BNSF noting his 37 years of injury-free service, according to member Walter P. Law. Law also received a watch, a jacket and best wishes for a long and happy retirement.
Maryland
State Legislative Director Larry Kasecamp announced that the Maryland Legislative Board is accepting applications for its annual James E. Major, Jr., Memorial Scholarship. The scholarship provides $500 a year for four years to a UTU member or the spouse, child, stepchild or grandchild of a UTU member accepted for admittance or already enrolled at a recognized accredited university, college or junior college.

Applications must be received by the Maryland State Legislative Board prior to August 1, 2002.

To receive an application, contact your local legislative representative or telephone Kasecamp at (301) 689-1936.

Louisiana
Louisiana Governor Murphy J. Foster, Jr., has signed into law two bills aimed at improving safety at railroad crossings around the state.

Senate Bill 51 requires railroads to keep railroad/intersection clear of weeds, high grass, brush and other possible sight obstacles for a length of 300 feet and a width of up to 50 feet from the tracks, and S.B. 52 authorizes a study of crossings near schools to determine which ones need safety devices such as crossing arms and flashing lights.

Both bills were sponsored by Sen. Foster Campbell (D-Bossier City), who said he wants to reduce the number of deaths and injuries at railroad crossings. Louisiana is among the top five states in the country in vehicle/train collisions, injuries and deaths.

UTU State Legislative Director Tyrone Boudreaux said that he testified on behalf of both the bills.

“I am asking all active and retired UTU members in the state, as well as members of the UTU Auxiliary, to contact Sen. Campbell’s office and thank him for authorizing this legislation,” said Boudreaux. He said the senator's office can be reached at (318)-746-2078.

Boudreaux said that others offering testimony on behalf of these two bills included students from Madison High School, as well as the parents of a young girl killed at a railroad crossing.

“The UTU supported this legislation because we believe that it will save lives,” Boudreaux said.

Idaho
Legislative Director George Millward would like to thank Idaho Sens. Larry Craig and Mike Crapo, along with Rep. Mike Simpson and their respective staffs, for their continued support of the new Railroad Retirement legislation and their concern for “our retirees.”

Millward said more than 260 retirees attended conferences around the state co-hosted by the legislators, the Railroad Retirement Board and the UTU State Legislative Board, where they received updates about the new legislation and their benefits.

“I also want to thank our Idaho Legislative Board and past Director (Greg) Farris for their hard work in making these meetings so successful,” Millward said.

Missouri
Legislative Director W. Larry Foster recently met with Missouri State Sen. Ted House (D) and Missouri Rep. Don Koller (D), chairman of the House Transportation Committee, to express his appreciation for their services to the people of Missouri and to the UTU.

Both are retiring from office this year due to term limits and both were presented with a UTU clock in appreciation of their services. “These legislators have served our needs for many years and have been there for us through thick and thin,” Foster said. “They will be missed.” On left: Foster (left) with State Rep. Don Koller; right: Foster (right) with State Sen. Ted House.

Endorsements
UTU legislative boards from the states listed below recommend the following candidates to UTU members in their respective state primaries and general elections:

Massachusetts
Senate
John Kerry (D)*

House of Representatives
1st Dist. John W. Olver (D)*
2nd Dist. Richard E. Neal (D)*
3rd Dist. James P. McGovern (D)*
6th Dist. Barney Frank (D)*
7th Dist. Martin T. Meehan (D)*
8th Dist. John F. Tierney (D)*
9th Dist. Edward J. Markey (D)*
10th Dist. Michael E. Capuano (D)*
9th Dist. Stephen F. Lynch (D)*
10th Dist. William D. Delahunt (D)*

Missouri
Senate
Jean Carnahan (D)*

House of Representatives
1st Dist. William Lacy Clay (D)*
3rd Dist. Richard A. Greitens (D)*
4th Dist. Ike Skelton (D)*
5th Dist. Karen McCarthy (D)*
7th Dist. Roy Blunt (D)*
8th Dist. Jo Ann Emerson (D)*

Montana
Senate
Max Baucus (D)*

Nebraska
Senate
Chuck Hagel (R)*

House of Representatives
1st Dist. Don Buretta (R)*
2nd Dist. Jim Simon (D)
3rd Dist. Tom Osborne (R)*

Rhode Island
Senate
Jack Reed (D)*

House of Representatives
1st Dist. Patrick J. Kennedy (D)*
2nd Dist. James R. Langevin (D)*
* = incumbent

State Watch News from UTU State Legislative Boards

Negotiations key to success
Negotiations are the process by which we reach agreement on most things in life. It is through this process that most of us happen to be on this earth. We are all hereditary negotiators.

There is, however, one form of negotiation that is different: contract negotiations. This is a legally binding written form and is signed by the parties. Contract negotiations are unique. We do not have a national agreement so each union negotiates individually through their general committees of adjustment and then ratification by their respective membership takes place. This is at times a Herculean task for which these committees should be commended. They have done a tremendous job over the years and are meeting the challenge. In addition to wages, hours, fringe benefits and other terms and conditions of employment, some members do not realize the various laws, rules and regulations under which a bus driver falls, and they all have to be taken into consideration during the contract negotiation process.

For example, in the private sector, we negotiate under what is called collective bargaining while in the public sector, such as municipalities, it is called “meet and confer.” The meet and confer process leaves a lot to be desired in some states. For example, in California arbitration in the public sector is by “mutual consent.” Do you see these companies agreeing to arbitration? Fortunately, during negotiations some of these committees request assistance from the International and there is always someone with knowledge and experience available, as well as a Legal Department that is always at their service.

The world has become a better place by benefiting from some of these contracts that our UTU bus people have negotiated.
An important decision

Very shortly, most UTU members employed by major railroads will be receiving a copy of the tentative new agreement on wages, work rules, remote control technology and health care. Also included in the package will be questions as to interpretation formulated by general chairpersons, carrier responses and other explanatory material, including a history surrounding the negotiations.

After receiving the tentative new contract, affected members will have 21 days in which to study it and cast a ballot. Each member of the UTU negotiating team recommends a “yes” vote. But obviously, it is a decision for you and your family.

Your vote should be cast only after thorough examination of the facts as contained in the tentative agreement and the explanatory materials. You may also wish to contact your general chairperson and local officials. General chairpersons received a thorough briefing by the negotiating team on May 23 and many local officials were planning on meeting with the negotiating team at the Remo, Nev., Regional Meeting.

The negotiating team offers wise advice: Be wary of anyone who is stating what this proposal may or may not contain. Read it carefully and make your own decision.

There are those with an agenda different from the objectives of this organization; people who do not have as a first order of business protecting your rights and benefits for you and your family.

There also are individuals who may try to pursue their own interests and agendas by attempting to discredit or discourage support for the package.

It always makes good sense to keep an open mind, to ignore the rumors that fill the shanty and to make decisions based solely upon the facts as you and your family interpret them.

Your calls, letters, mail were key to success

by Sen. Harry Reid
Senator, State of Nevada

Almost 4,000 retired railroad workers live in my home state of Nevada. They are some of the 600,000 retirees who devoted their lives to working for U.S. railroads and their invaluable contributions to our country should earn them a secure and comfortable retirement.

That’s why I was proud to lead the efforts to pass the Railroad Retirement Survivors’ and Improvement Act of 2001.

This measure, which was signed into law by President Bush on December 21, 2001, is the first significant update of the country’s Railroad Retirement System since 1974.

It has benefits for everyone involved. It will make sure our railroad workers and their families have the secure retirements they deserve, while also being less expensive for both workers and employers.

As many of you know, the United States railroad pension trust fund is divided into two parts: the first is largely equivalent to Social Security, and the second is similar to a private pension plan.

The Railroad Retirement Survivors’ and Improvement Act of 2001 will eliminate some of the bureaucratic hurdles involved in managing the second part of the plan, and will allow more flexibility in investment options for that money. It will also reduce pay-roll taxes for employers.

The combination of changes should allow for increased returns on the pension plan investments without increasing the burden on employers.

The Railroad Retirement and Survivors’ Improvement Act of 2001 has lowered the early retirement age for railroad workers, from age 62 to age 60—with 30 years service. It also has changed one provision in the old laws that had caused great financial hardships for some elderly widows and widowers.

Under the old law, the benefits for a retired railroad workers’ surviving spouse would be cut to half of what the retiree had been getting. Now, the law guarantees that those widows and widowers will continue to receive full benefits.

I’d like to thank all the railroad workers and retirees who wrote to me or e-mailed or telephoned my office during the debate over this measure.

You offered advice and support and, in the end, we created a new law that has the strong support of both labor and management in the rail industry. It also had strong bipartisan support in Congress.

I think the new law will improve the lives of Nevadans and all Americans who helped keep America moving over the last decades.
Despite court victory, C&W railroaders wait

PUEBLO, Colo. – A federal judge in Colorado has upheld an arbitration board's ruling ordering Oregon Steel and its subsidiary short line railroad to reinstate 30 UTU-represented employees who refused to cross a United Steelworkers (USW) picket line nearly five years ago.

The UTU members, who belong to Local 49 in Pueblo, Colo., are entitled to back pay and benefits in addition to reinstatement, the federal court said. But, as General Chaiporn John F. Kurtz said, “This isn’t settled yet.”

The workers are employees of Oregon Steel’s Colorado & Wyoming Railway Co., which moves steel and scrap around the grounds of Rocky Mountain Steel Mills, which previously was owned by CSEd Steel. The short line also serves other industries near the steel mill on this award when the carriers served notice to establish conditions for extensive use of belt packs. The carrier said if both the UTU and the BLE would jointly negotiate an all-inclusive belt pack agreement, benefits would be superior, again, the three parties met. And, again, the BLE walked out this time refusing to sit with the UTU because of the arbitration award. By letting a third party determine its fate, the BLE lost all of the yard engineer positions in Canada, and UTU represented employees were given the remote control work.

When the UTU became aware that the U.S. carriers were considering remote control, President Boyd sought to avoid a repeat of the Canadian situation. He hoped a UTU-BLE merger would unite the two organizations to work solely for the benefit of all train and engine service employees. I know, because I was present when President Boyd explained this situation to then- BLE President Clarence Monin and later to then-BLE Pres- ident Ed Dubrofski. Both Clarence and Ed agreed that all train and engine service employees would be better served by one organization working to protect all members.

When the U.S. carriers signed a letter of intent with the UTU regarding remote control operations, President Boyd immediately alerted newly elected BLE President Don Halus. In fact, on President Halus’ first trip to Cleveland after his election, President Boyd brought me, General Secretary and Treasurer Dan Johnson and General Counsel Clint Miller to an Oct. 3 meeting with BLE President Halus, First Vice President Ed Rodzewicz, General Secretary and Treasurer Bill Wulpert and BLE General Counsel Harold Ross.

President Boyd showed the BLE the officers of the letter. They discussed how a UTU-BLE merger would protect train and engine service jobs as U.S. carriers sought to implement remote control. President Boyd specifically promised President Halus that the UTU would demand from the carriers a seat for the BLE at the negotiating table and equal job protections for all train and engine service workers.

President Boyd also told President Halus that the UTU had cancelled all negotiations over remote control with the carriers until after the BLE voted on the merger. This would allow BLE officers to sit with the UTU at all remote control negotiation sessions. The BLE officers present at that meeting person- ally assured President Boyd they would openly support the merger.

The BLE officers did not openly support the merger. And, once it was voted down by the BLE members, the BLE walked down the same path it had walked in Canada. The BLE chose to fight remote control and not negotiate. The BLE contended it was a “major” dispute and the BLE could engage in a work stoppage. A federal judge said “no.”

The BLE was left to submit the issue to arbitration, the same as the BLE was forced to do in Canada, thus again giving a third party control over their members’ destiny.

Ble is demanding all the remote control work

Meanwhile, the BLE is demanding all the remote control work. The BLE is not fighting to stop remote control. It is fighting to take the work from the UTU. The BLE has a history of taking work from train service employees in favor of engineers.

On Montana Rail Link, where the BLE represents train-service employees as well as engineers, the BLE on March 12, 2001, negotiated a remote control agreement that gives remote control operations to two engineers. When only two engineers are assigned without train-service employees, the two engineers receive an extra 45 minutes pay. So, if you wonder why the UTU negotiated this issue with the carriers, you need look only at recorded history.

You might also wonder why the UTU didn’t simply fight remote control tech- nology. The answer is that we have repeatedly learned in Canada with remote control and in the U.S. with radios and end-of-train devices—technology cannot be stopped.

Moreover, the U.S. carriers have the Canadian arbitration award on their side, which says belt packs are simply communication devices. They further argue that they have a right to unilaterally implement remote control.

While the UTU believes the carriers do not have the right unilaterally to implement, we know from experience that we are better off negotiating rather than having a third party, whether it be an arbitrator, court or Congress, make decisions for us—especially since most of those third-party decisions have not been good ones for our members.

I think we have negotiated solid and valuable protections for UTU members in the tentative agreement you will see shortly. In fact, the tentative agree- ment provides substantial protections for buy-outs and/or reserve board posi- tions for engineers as well as train service employees. President Boyd is to be commended for looking out for all operating employees. It is too bad BLE offi- cers do not share a similar desire.
### Top Ten UTU Locals

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### How do the TPEL contributions in your UTU local compare?

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**State Averages**

- **California**
  - 1.63
- **Colorado**
  - 1.00
- **Connecticut**
  - 0.38
- **Indiana**
  - 0.28
- **Kansas**
  - 0.27
- **Kentucky**
  - 0.19
- **Louisiana**
  - 0.16
- **Maine**
  - 0.13
- **Maryland**
  - 0.11
- **Massachusetts**
  - 0.11
- **Minnesota**
  - 0.10
- **Missouri**
  - 0.09
- **Nebraska**
  - 0.08
- **Ohio**
  - 0.07
- **Oregon**
  - 0.06
- **Pennsylvania**
  - 0.05
- **Tennessee**
  - 0.05
- **Texas**
  - 0.04
- **Virginia**
  - 0.04
- **Washington**
  - 0.04
- **West Virginia**
  - 0.03
- **Wisconsin**
  - 0.03
- **Wyoming**
  - 0.03

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**State Averages**

- **California**
  - 1.63
- **Colorado**
  - 1.00
- **Connecticut**
  - 0.38
- **Indiana**
  - 0.28
- **Kansas**
  - 0.27
- **Kentucky**
  - 0.19
- **Louisiana**
  - 0.16
- **Maine**
  - 0.13
- **Maryland**
  - 0.11
- **Massachusetts**
  - 0.11
- **Minnesota**
  - 0.10
- **Missouri**
  - 0.09
- **Nebraska**
  - 0.08
- **Ohio**
  - 0.07
- **Oregon**
  - 0.06
- **Pennsylvania**
  - 0.05
- **Tennessee**
  - 0.05
- **Texas**
  - 0.04
- **Virginia**
  - 0.04
- **Washington**
  - 0.04
- **West Virginia**
  - 0.03
- **Wisconsin**
  - 0.03
- **Wyoming**
  - 0.03

### How do the TPEL contributions in your UTU local compare?

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<tr>
<td>Local 1421</td>
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RRB urges spouses

Under new law, RRB urges spouses to file for benefits

CHICAGO – Spouses of retired employees covered by Railroad Retirement who may have been advised to defer filing for benefits because of the adverse effects of the so-called “maximum provision” are being urged to contact the Railroad Retirement Board (RRB) and consider filing now that the Railroad Retirement and Survivors’ Improvement Act of 2001 has eliminated the benefit-limiting provision.

Effective January 1, 2002, the new law eliminated the limit on the amount of combined monthly benefits a retired employee and spouse could collect. The “maximum provision” had been intended to prevent benefits from exceeding an amount based on an employee’s earnings immediately prior to retirement, the RRB said.

This limitation had the unintended effect of reducing benefits for former employees with no earnings, or low earnings, in the 10-year period prior to retirement, and for long-service employees with moderate earnings, according to the board.

While not retroactive, the amendment prospectively increases benefits, effective Jan. 1, 2002, for almost 2,600 retired employees and 12,000 spouse annuitants whose benefits were reduced by the maximum provision prior to 2002, according to RRB estimates.

The RRB said that in 2001, the average monthly employee benefit reduction under the maximum provision was $164, and the average spouse employee benefit reduction under the maximum provision was $78.

The removal of any benefit reductions applied to affected annuities should be completed by the end of this month (June 2002), the board said. Such annuities should have received accrual payments reflecting their new rates beginning this month (June 2002), the board said. Such annuities should have received accrual payments reflecting their new rates beginning this month (June 2002).

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The removal of any benefit reductions applied to affected annuities should be completed by this month (June 2002), the board said. Such annuities should have received accrual payments in late May 2002 retroactive to January, and should receive increased regular monthly payments reflecting their new rates beginning with the monthly payment due on June 1, 2002.

The address and phone number of the Railroad Retirement Board office serving an area can be obtained by calling the automated toll-free RRB Help Line at 1-800-808-0772.

Soc. Sec. widows’ benefit measure okayed by House

WASHINGTON, D.C. – Social Security benefits would be boosted for about 120,000 widows and divorced women under a measure passed unanimously last month by the House of Representatives.

The bill, which must pass muster with the Senate, would cost the retirement system an estimated $4 billion over a decade, and would raise the benefit limit for widows whose spouses retire and die before they reach full retirement age.

Provisions would also update eligibility requirements for disabled widows, and would repeal the two-year waiting period to receive benefits that applies to divorced women who remarried.

Changes in Social Security law generally affect the Tier 1 portion of Railroad Retirement benefits, but it remained unclear as this issue reached deadline how the measure would affect rail retiree benefits.

“There is more we need to do for women, and we will,” said Cong. E. Clay Shaw (R-Fla.), chairman of the House Ways and Means subcommittee on Social Security. Shaw said the measure represents a first step in advance of a more comprehensive overhaul of Social Security that improves benefits for a limited but particularly vulnerable part of the senior population.

Women tend to live longer and earn less than men, and those who work outside the home frequently take time away from the work force to care for children. Four in 10 depend on Social Security for their retirement income; the poverty rate among widows was 15% in 2000, compared with 8.5% for all elderly recipients, according to government statistics.

Despite the lopsided vote, House Democrats said millions more women should be helped, accusing Republicans of using the bill for political cover on an issue central to this year’s congressional elections.

Cong. Robert Matsui (D-Cal.) said Republicans refused to permit Democrats to offer a broader version including a “widow’s guarantee” on Social Security. Shaw said the measure

Annual PRR/NYC reunion plans noted

Retiree Program member R. L. Brown of Local 1518, Indianapolis, Ind., has made arrangements for the 22nd annual Pennsylvania Railroad Reunion.

The event will be held Tuesday, July 9, 2002, at the Columbus, Ind., Holiday Inn on State Road 46 West, with July 8 as the cut-off date to make arrangements to attend.

“There will be a table for old pictures or other things you might want to display,” said Brown, who promises door prizes, entertainment, and timeless fun. A fee of $12 per person covers the 11 a.m. luncheon and must be paid in advance.

For more information, call Brown at (812) 376-8273, or write to him at 3170 Flintwood Dr., Columbus, IN 47203.
### Voices:

#### How should the nation address its energy needs?

**Don Richardson**

L-1674, Los Angeles, Cal.

“Here in California, we’ve gone through a lot of bad experiences with energy problems. We made a very big mistake in letting the energy companies talk us into deregulation. We went too far with deregulation in this state, and possibly in the nation, and we’ve paid the price for it. We let the fox loose in the henhouse. But because the Enron meltdown exposed a lot of wrongdoing, we may be able to recover some of what was stolen from us. We should strongly consider re-regulating these companies and power utilities. We’re driving our corporations to be unethical to survive, and they’ve lost all sense of morality. It seems that we need to turn that around.”

#### Chester Burkey

L-2, Toledo, Ohio

“We need clean, renewable, non-polluting sources of power. In all sincerity, if we keep polluting the way we are, there won’t be a world in 100 years. We’ve got to get off the oil standard for numerous reasons. We shouldn’t be drilling in our national parks, and we shouldn’t be reliant on foreign sources of oil. I think the best course would involve development of the hydrogen engine. Next, we have to eliminate today’s means of generating atomic power and develop breeder reactors instead. But another way to look at the question is more efficient use of the energy we have. We should rely more on public transportation, and design our cities to take advantage of public transport.”

#### Kent Nelson

L-1780, Kansas City, Mo.

“I think we’re somewhat holding ourselves hostage to overseas interests as far as oil is concerned. It makes me uncomfortable about our future. I lean toward development of alternate energy sources, such as wind power and solar power. We’ve also got a lot of coal in this country. The downside is the pollution it creates, but we’ve got a very resourceful country, and I think we can use coal more efficiently and cleanly. I would lean toward coal, not just because railroads ship it and rely on it for business, but it gives us an alternative to oil. The problem is that it’s not in the best interests of powerful companies to go in different directions for our energy needs.”

#### Jerry Ott

L-911, Minneapolis, Minn.

“I think we can address our energy needs through technology. We have a lot of alternatives and don’t need to stick with petroleum. We need to get away from oil and develop alternate sources, such as hydrogen, and use grains for ethanol fuel. Maybe we need to move toward more use of mass transit and build central hubs. It will take a joint effort between government, business and people themselves to make it work. The technology behind scrubbers makes coal attractive. We can also make a difference without changing our lifestyles by using more energy-efficient appliances. And, whatever happened to the ideas of the 1970s, when we drove smaller, more fuel-efficient cars and trucks?”

### TPEL Honor Roll

<table>
<thead>
<tr>
<th>Name</th>
<th>Local City</th>
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<th>Local City</th>
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<tbody>
<tr>
<td>Shacklette, Norbert J.</td>
<td>1823 St. Louis, Mo.</td>
<td>Walthall, Michael T.</td>
<td>1092 Teague, Tex.</td>
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<tr>
<td>Krystkowiak, Bernard H.</td>
<td>891 Whitefish, Mont.</td>
<td>Devencenty, Joe D.</td>
<td>500 Grand Junction, Colo.</td>
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<tr>
<td>Armenta, Clifford</td>
<td>489 San Antonio, Tex.</td>
<td>Nowlin, Charles A.</td>
<td>349 Kansas City, Mo.</td>
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<tr>
<td>Sands, Scott C.</td>
<td>N/A Glenview, Ill.</td>
<td>Smullen, John P.</td>
<td>1882 Minneapolis, Minn.</td>
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<td>Dickerson, Michael L.</td>
<td>674 Augusta, Ga.</td>
<td>Warshauer, Michael J.</td>
<td>1245 Atlanta, Ga.</td>
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<tr>
<td>De la Garza, Joe</td>
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<td>145 Columbus, Ohio</td>
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<td><em>Carleton, Tommie B.</em></td>
<td>656 N. Little Rock, Ark.</td>
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<td>Briggs, Leonard A.</td>
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* = Retired Member

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### Two groups of bus drivers turn back anti-labor efforts

Two groups of bus drivers who recently voted for UTU representation have defeated attempts to decertify the union.

School bus employees employed by Laidlaw in Riverside, Cal., and tour and charter bus drivers employed by TransStar in Las Vegas, Nev., overwhelmingly defeated the decertification efforts.

An effort by the Teamsters to organize the Laidlaw drivers through back-door tactics also was soundly defeated.

Neither group has been able to negotiate a contract with the employer, but those efforts are expected to increase in the wake of the decertification defeat.

“These members expressed an overwhelming support for the UTU by beating down attempts to decertify the union on those properties,” according to Vice President Fergy Palmer, director of the UTU’s Bus Department.

The drivers in Riverside voted 126 in favor of the UTU and 32 to decertify. The Teamsters, who managed to get on the ballot as an “intervenor,” only received two votes.

The Las Vegas drivers voted by more than two-to-one margin for the UTU.

“I would like to congratulate these drivers for their wise decision, and give special thanks to drivers’ representatives Virginia Swanger in Riverside and Don Hardeman in Las Vegas,” Palmer said.

Palmer also commended and thanked Laidlaw Transit General Chairperson Jim Harford for his organizing efforts in both of these decertification attempts, and alternate vice presidents Carolyn Scarsella and Robert Gonzales for representing the International in these difficult elections.

“The hard work and dedication of all these officers and members made the day for UTU once again,” Palmer said.
Tentative deal
Continued from page 1

tant to the President, Yardmasters, Don Carver; Alternate Assistant to the President, Yardma-
ters, J.R. Comby; CSXT General Chairperson
Terry Reed; BNSF General Chairperson Dave
Snyder and Norfolk Southern General Chairper-
son Delbert Strunk. Each of the negotiating
team members has made clear his support for this
agreement.

Following the May 23 briefing session, general
chairpersons had 15 days in which to submit
written questions regarding contract interpre-
tation. The carriers then respond in writing and
those questions and answers will also be provid-
ed all affected members eligible to vote on the
tentative agreement.

After receipt of the tentative contract and
explanatory materials, UTU members eligible
to vote will have 21 days in which to cast bal-
lots. The process is expected to be completed by
late July.

The contract negotiating team will make a
detailed explanation of the contract and answer
all questions at the UTU Regional Meeting in
Reno, June 10-12, 2002. Members attending that
meeting are encouraged to bring their spouses.
The first day will include a full discussion on
economic issues, including the contract, that
affect UTU members and their families.

Wall Street analysts who obtained information
on the tentative agreement from the carriers
called it “costly” to the railroad. “The carriers
did not get as good a deal” as they did with the
Brotherhood of Maintenance of Way Employes,
Salomon Smith Barney analyst Scott Flower told
Traffic World magazine. “The UTU was fighting
more from a position of strength,” said Morgan
Stanley analyst Jim Valentin.

Boyd asked UTU members “not to make any
determination of support until receiving the
actual proposal, questions and answers and other
pertinent explanatory information.

“This ratification vote may well be the most
important ballot you will ever cast as a member
of the UTU and employee of a railroad,” Boyd
said. “I caution you to be very wary of anyone
who is stating what this proposal may or may
not contain.”

Amtrak rally
Continued from page 1
action, however, was a significant step in that
direction, agreed members of Congress and their
senior professional staff. The bill has broad bi-
 partisan support, said the news media.

“What this bill—even at this stage—does more
than anything else is to drive a silver spike
through the heart of the Amtrak Reform Coun-
cell proposal to privatize Amtrak,” UTU Interna-
tional President Don M. Hahs said.

Among issues discussed in April, said the BLE,
the union says might eliminate some of

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Wall Street analysts who obtained information
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came the same day as the UTU spearheaded a
passenger-rail rally on Capitol Hill at which
House and Senate leaders, against a backdrop of
a UTU banner and signs, told newspaper
reporters, radio broadcasters and television cam-
eras that they favored preserving and enhancing
a national intercity rail passenger network.

With UTU National Legislative Director James
Blankenhorn sandwiched between them, Sub-
committee Chairman Jack Quinn (R-N.Y.) and
Tennessee’s Bob Clement, the subcommittee’s
ranking Democrat, credited the UTU with pro-
viding well-researched and thoughtful advice to
the lawmakers.

President Boyd provided the subcommittee
with written testimony in February, personally
replied to the subcommittee’s invitation in
March and subsequently responded to follow-up
questions from the subcommittee and its parent
Transportation and Infrastructure Committee.

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BLE loses again
Continued from page 1
amended to require a form of arbitration more to
the BLE’s liking.

The UTU opposed that motion, pointing out
that the union says might eliminate some of
their jobs.

The suit, filed in U.S. District Court in Denver,
claims Union Pacific did not consult the BLE
before starting to install computers on trains with
a remote-control device that would be operated
by an employee outside of the train.

“It’s mainly used in the train yards, but the
equipment has been installed across the country,”
BLE spokesman Michael Young told the press.
“We know technology will move along fast and
we don’t want to be left out of the process.”

The railroad plans to install the equipment in
21 terminals and 40 satellite locations during the
next two years, he was quoted as saying.
The suit claims several accidents have occurred
since the equipment was installed, and that the
equipment was never inspected by the Depart-
ment of Transportation or the Federal Railroad
Administration, as required by law.

The BLE also is continuing merger or affiliation
discussions with the International Brotherhood
of Teamsters (IBT).

Among issues discussed in April, said the BLE,
was a monthly membership fee per BLE member
that the BLE International would pay to the
IBT. The BLE also is continuing merger or affiliation
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not contain.”

 Supports of a strong national rail passenger system, including many UTU members and
officials, recently rallied in the shadow of the Capitol Building in Washington, D.C., to
urge Congress to maintain and improve Amtrak. On hand were House Subcommittee on
Transportation Political Education League is so

numerous UTU state legislative officers partic-
tipated in the rally and drew the attention of Con-
gressmen Quinn and Clement.

From the left, Cong. Bob Clement (D-Tenn.), Virginia State Director Richard Jockey, New
Jersey State Board Chairperson Gary Weaver, New York State Director Sam Nascia, District
of Columbia State Director Steve Fetter, Cong. Jack Quinn (R-N.Y.), Pennsylvania State
Director Don Danley, Massachusetts and Rhode Island State Director George Casey, Mon-
tana State Director Fran Marceau, and Delaware State Director Nelson Semey.
The upcoming UTU/UTUA 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 President’s Office or the golf outing without penalty. Please

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Auxiliary fun

In Reno, the UTU Auxiliary will host a tour of the famous Pondcress 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, green 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.

Register now for the Regional Meetings!

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

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: $85 single/double
Room reservation deadline: HAS PASSED
Parking: Free

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
Room reservation deadline: June 27, 2002
Parking: hourly rate; $26/day maximum

The Fairmont New Orleans, 123 Baronne St., New Orleans, LA 70122
Hotel reservations: (800) 886-5577 or (504) 529-7111
Reservation code: UTU: Room rate: $99 single/double
Room 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)  $ __________ VISA  MasterCard
Credit Card (please indicate type)  $ __________ 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 taken by Wallace Guerra of Local 110 at Laredo, Tex. Guerra is a locomotive engineer on the Texas-Mexican Railway. This photo of a BN locomotive consist surrounded by spring-blooming Prickly Pear cacti was taken at MP 9 near Laredo.

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

Exceptional photographs will be included on the new UTU website.

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.

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION
14600 Detroit Ave., Cleveland, OH 44107-4250

NOTICE OF PRIVACY POLICY

At the United Transportation Union Insurance Association, protecting your privacy is very important to us. The reason we collect information is to better serve your needs. Having accurate information about you permits us to provide you with an appropriate range of insurance products.

The non-public personal information that we collect about you varies according to the products, services or benefits you request, and may include:

• Information we receive from you on applications or other forms, such as name, address, social security number, assets and income;
• Information about your transactions with us, our affiliates or others, such as name, address, social security number, policy coverage, premiums and payment history;
• Information we receive from consumer reporting agencies, such as a credit history.

We may share the above non-public personal information we have about you with the United Transportation Union. Sharing this information assists us in:

• Processing the payment of your insurance premiums;
• Maintaining your insurance policies in force;
• Providing you with better customer service.

We may share the above non-public personal information we have about you with persons or companies that perform services on our behalf and to other financial institutions with which we may have joint marketing agreements. We may share this non-public personal information with affiliated or non-affiliated third parties as permitted by law. We do not disclose personal medical information about you except as permitted by law or as you may authorize.

We restrict access to non-public personal information about you to those employees who need to know that information in order to provide products or services to you. We are, and will continue to be, vigilant in safeguarding your personal and medical information. We maintain physical, electronic and procedural safeguards that comply with federal regulations to guard your non-public personal information. This privacy policy applies even if you no longer have policies or a relationship with us.