



UTU News

The Official Publication of the United Transportation Union

THE VOICE OF TRANSPORTATION LABOR

"It is vitally important that all UTU and BLE members cast a vote. President Dubroski and I are voting 'yes' on this merger, and we urge the members of our respective organizations to join us by voting 'yes' on this merger as well."

— UTU International President Byron A. Boyd, Jr.

News & Notes

Members approve pact

MIAMI, Fla. — UTU-represented engineers and conductors employed by Herzog Transit Services have ratified a new two-year contract. Herzog is the contracted supplier of rail-transit services for the Tri-Rail System, which operates a commuter rail line between N. Palm Beach and Miami, Fla. The UTU represents some 35 employees there. The contract includes wage increases of 3.5% and 4% this year and next, an elimination of employee contributions for medical insurance, improvements in overtime pay computation, an increased certification allowance, improvements in work rules, an increase in the number of personal-leave days, and other improvements. "I would like to commend General Chairperson A.L. Suozzo and Local 30 Chairperson Juan Fernandez for their efforts in negotiating a superior agreement on behalf of the membership," Vice President Peter Patsouras, who assisted in the negotiations, said. "They did a fine job."

Fund aids flood victims

PORTSMOUTH, Va. — A disaster relief fund has been established to assist those UTU sisters and brothers in the West Virginia area who were recently wiped out by flooding. All members are urged to contribute what they can. Make checks and money orders payable to "UTU Disaster Relief Fund." Contributions should be sent to: UTU Disaster Relief Fund, c/o Pat Brown & Willard J. Moody, Sr., P. O. Box 1138, Portsmouth, VA 23705.

Laidlaw drivers sign cards

CLEVELAND, Ohio — A majority of the 110 Laidlaw bus drivers employed by Antelope Valley in Lancaster, Cal., have signed authorization cards for UTU representation, and a representation election has been scheduled for August 10. Alternate Bus Vice President Percy Palmer and Director of Strategic Planning John Nadalin have set up a committee of drivers to address the concerns of employees. "We urge any of our UTU members who know these drivers or happen to come into contact with them to offer their support at this critical stage in the organizing process," Bus Vice President Bernie McNelis said.

Lynch deserves our vote

NATICK, Mass. — Massachusetts State Legislative Director George Casey is urging members there to support Steven Lynch in the September 11 special election to fill the Congressional seat in the 9th District formerly held by Joe Moakley. "Lynch has consistently supported UTU legislation and issues," Casey said.

UTU, BLE members to vote on unification

CLEVELAND, Ohio — The United Transportation Union's (UTU) Board of Directors and the Brotherhood of Locomotive Engineers' (BLE) Advisory Board have voted overwhelmingly to refer a UTU-BLE merger proposal to their rank-and-file members for approval as this edition of the *UTU News* went to press.

The endorsement by both boards follows in the wake of an announcement last month that the leaders of the two unions representing railroad operating and other transportation employees in the U.S. and Canada had agreed to merge, subject to ratification by each union's membership.

A UTU-BLE merger, when ratified by a majority of members from both unions, would create an almost 200,000-member union called the United Transportation Union-Brotherhood of Locomotive Engineers. The logos of both unions would be retained.

If approved, the merger would be effective on January 1, 2002. The UTU-BLE would be

the bargaining representative for all unionized rail operating employees in the U.S. and Canada, as well as yardmasters, dispatchers, Canadian rail traffic controllers and thousands of other railroad, bus, airline and mass transit workers in both countries.

A unification agreement, constitution and a ratification ballot were being prepared for mailing to the active members of each union as this edition reached deadline.

Ballots are expected to be mailed the first week of August. All ballots must be returned by 12:01 p.m., September 14, 2001. Ballots will be sent to the American Arbitration Association in Cleveland, Ohio, for tabulation.

"It is vitally important that all UTU and BLE members cast a vote," said UTU International President Byron A. Boyd, Jr. "President Dubroski and I are voting 'yes' on this merger, and we urge the members of our respective organizations to join us by voting 'yes' on this

Continued on page 8

Members' ballots due in Cleveland on September 14

House okays pension bill

WASHINGTON, D.C. — The House of Representatives has approved the Railroad Retirement & Survivors' Improvement Act of 2001.

On a vote of 384 to 33, the measure now moves to the Senate for consideration. The Senate is expected to take up the measure when it returns from its summer recess after Labor Day.

If passed in the Senate, it is believed that President Bush will sign the bill into law.

The measure appears veto proof and enjoys broad support on Capitol Hill. The measure had 369 cosponsors in the House and 71 in the Senate.

Once signed into law, the legislation, which covers about one million workers, retirees and survivors, will provide long-needed improve-

Continued on page 8

Member killed when car tips

CHICAGO, Ill. — UTU member Anthony Johnson was killed on the job late Friday evening, July 13, when the car upon which he was riding derailed and tipped over onto him.

Johnson, 55, was a member of UTU Local 1433 at Elmwood Park, Ill. He held a seniority date of December 3, 1968, off the old Milwaukee Road. He was working as a switchman for CP Rail at the time of his death.

According to reports, Johnson was working the second shift at the west yard of Bensenville Yard outside of Chicago. Around 11:45 p.m., he reportedly was riding the lead car of a cut of cars on a straight stretch of yard track going about 8 mph when the car derailed and tipped over onto him.

His body was not removed from under the car until after 8 a.m. the next morning,

Continued on page 8

Around the UTU

News from around the U.S. and Canada

Local 17, Marshalltown, Iowa

Nearly 100 attended the local's second annual picnic on June 17, including active and retired members and their families, as well as a representative of Cong. Leonard Boswell, said Legislative Representative **Bill Backoff**. Thanks go to the local merchants and the designated legal counsels who helped make the event a memorable success.

Local 198, Peoria, Ill.

The engineers, trainmen and carmen on the Toledo, Peoria & Western Railroad recently welcomed **Randal L. Brandt** to the position of general chairperson on the East Peoria, Ill., shortline. Brother Brandt can be contacted by telephone at (309) 231-4796, or by writing to him at 2218 Court St., Pekin, IL 61554.

Local 376, Louisville, Ky.

It has been a busy month for members employed by CSX, who hope to meet with International President **Byron A. Boyd, Jr.**, on August 9 at the monthly meeting set for 7:30 p.m. at the Executive Inn at 978 Phillips Lane, Louisville, Ky. According to Local Secretary **Johnnie V. Estes**, the local's annual golf scramble is set for the following day at the L&N Country Club on Highway 1020 in Brooks, Ky., with a shotgun start scheduled for 8 a.m. The day after that (Saturday, August 11), the annual picnic will commence at noon, held this year indoors at the American Legion Iroquois Post 229 at 800 W. Woodlawn Ave., Louisville, Ky.

Local 597, Des Plaines, Ill.

The 60-member local, comprised of Union Pacific engineers, pitched in on Join Hands Day to collect more than 430 pounds of food to benefit the People's Resource Center in Wheaton, Ill., according to Vice Local Chairperson and Alternate Legislative representative **Harry C. Lewis**.

Local 706, Roanoke, Va.

Officers of the local extend their gratitude to all those who participated in a raffle held during the June meeting to raise money for the purchase of gifts for the local's retirees. The meeting was attended by several Norfolk Southern general chairpersons, as well as International Vice President **Roy G. Boling**. Thanks go out to Designated Legal Counsel **Willard J. Moody, Sr.**, who helped make the raffle a success.

Local 982, Rochester, N.Y.

As a result of the handling of claims by General Chairperson **Mike Maloof**, the railroad has agreed to pay all engineer claims arising from the carrier using yard engine crews for switching in road territory. The carrier has also agreed to pay all train and engine claims or records presented for crews performing interchange at various locations within the Syracuse, N.Y., terminal from the inception of the initial cases in May 1996 through April 1, 2001, said Local Chairperson **Dave Murphy**.

Local 1186, Gary, Ind.

The fifth annual family picnic held on June 16 by members working for the Elgin, Joliet & Eastern Railway (EJ&E) was a resounding success, according to Local Chairperson **Robert Renslow**, who noted that the fried turkey, prizes, and assistance of Designated Legal Counsel **Harrington, Thompson, Acker and Harrington**, added up to a great time for all.



UTUIA Special Insurance Rep. **Don Dysart** of Local 1261, Atlanta, Ga., (left) and **Jed Emert** of Local 750, Knoxville, Tenn., trade banjo and guitar licks at the Greensboro Regional Meeting.

Meeting provides chance for harmony

The UTU's Regional Meetings give members from far-flung locations a chance to get together for educational sessions, to trade ideas, and to grow professionally.

For **Jed Emert** of Local 750, Knoxville, Tenn., and UTUIA Special Insurance Representative **Don Dysart** of Local 1261, Atlanta, Ga., the meetings also provide the perfect opportunity to trade licks.

At the Regional Meeting in Greensboro, N.C., the two could be found running through traditional bluegrass arrangements, with Dysart carrying the lead on five-string banjo and Emert providing expert accompaniment.

To the casual listener, the two sounded well-rehearsed, but in fact, it was only about the third time they had played together.

Emert, a Norfolk Southern (NS) conductor for nearly four years and the son of Paul Emert, also of Local 750, was in accelerated conductor training classes when his father introduced him to Dysart, who has been with NS for 23 years and has been an engineer since 1984.

"We both play a number of instruments and a wide variety of musical styles, but we discovered we share an interest in bluegrass music," said Dysart.

"We rarely see each other because we live and work in different parts of the country," Emert said, "but we decided we'd try to get together at the Regional Meeting."

Dysart said he's been playing banjo for about 30 years, but never professionally. He also plays electric guitar and played in rock bands for years. Today, he mostly trades chops with his boys, a 25-year-old guitarist and singer and an 18-year-old upright bass player.

Emert, a guitarist for about seven years, caught the music bug from his father, who also played rock music. The younger Emert had played drums in hard-rock bands, but also plays mandolin and fiddle. He packs a mandolin when he's on the road to keep his fingers limber, and trades the mandolin and fiddle back and forth with his father-in-law for grins.

Joining the fun were members of Local 740 (Joliet, Ill) and Local 1383 (Gary, Ind.), who also work for the EJ&E.

Local 1293, Altoona, Wis.

Active and retired members and their families from all crafts are invited to the local's annual picnic on Sunday, September 19, at 10 a.m. at the Lake Altoona County Park, said

Secretary and Treasurer **Bob Drabek**. Free food and refreshments will be served, games and raffles have been arranged, and *Membership I*, the UTU's mobile education and training facility, will be on site.

Local 1462, Boston, Mass.

Members are mourning the recent passing of **Stephen J. Globa**, a 58-year-old Amtrak conductor on the New England Division for 15 years who was active in his community as a member of the Elks and Moose lodges and the Veterans of Foreign Wars, according to Secretary and Treasurer **David Bowe**.

Local 1529, Walbridge, Ohio

Brother **Donnie Franks** retired on July 1 after 41 years of injury-free service. In recognition of his spotless record, Franks was honored at a luncheon at Plymouth Yard in Plymouth, Mich., where CSXT Vice President **Al Crown** presented him with a 40-year pin and a wrist-watch.

Local 1608, Chatsworth, Cal.

Members are mourning the loss of **Pablo Acosta**, a fellow employee of the Los Angeles County Metropolitan Transportation Authority, who succumbed to cancer, said Local Secretary **Jack Dedrick**.

Local 1760, Detroit, Mich.

All CSX employees, retirees and their families are invited to participate in the RedBlock family picnic, to be held from 11 a.m. to 7 p.m. on Sunday, August 19, at Parkland Park, 6750 Ann Arbor Trail, in Dearborn Heights, Mich. For more information, contact **Jerry D'Ortenzio** at (734) 522-1043.

Local 1778, N. Vancouver, B.C.

The summer issue of the local's newsletter, *The Meeting Point*, is now available on the local's website, which is shared with Local 1923, Prince George, B.C., said Secretary and Treasurer **David Moorhouse**, who notes the site has been redesigned to ease navigation and improve its look. Visit the site at <<http://www.utubc.com/>>.

UTU Auxiliary

Lodge 800 in Tucson, Ariz., has established an educational assistance fund to help pay for books, supplies or tuition of relatives of members of UTU Locals 807 and 1800 who are attending trade schools, two- or four-year colleges, and accredited educational institutions. Lodge 800 President **Deborah J. Moss** said recipients will be selected based on financial need and individual circumstances. Applications can be obtained by contacting Moss at 1709 S. Monument Trail, Tucson, AZ 85748, by calling her at (520) 886-2782, or by contacting the local chairpersons of UTU Locals 1800 and 807. Meanwhile, plans are being made for next year's picnic, set for April 22.

Monthly winner

This month's lucky winner of his choice of any item of apparel bearing the UTU logo is **Michael R. Kruger** of Local 243, Ft. Worth, Tex., which represents workers on the Union Pacific. These items are awarded every month by random drawing as a show of appreciation to those who have been supportive of the UTU throughout the years.

Idaho

Legislative Director **Gregory Farris** reported that National Legislative Director James M. Brunkenhoefer visited Pocatello on July 6 to tour the Union Pacific yards there and meet with local officers and members. Assistant Legislative Director **Shane Yarger**, Yard Local Chairperson **Dale Carson**, UP's Steve Austin and Farris went along for the inspection.

A noon luncheon was attended by Mayor Gregory Anderson, State Sen. Lin Whitworth, State Rep. Roger Chase and Ron Law of the Idaho Public Utilities Commission.

UTU General Chairperson **Dean Hazlett**, local FRA inspectors, UP management, staff representatives of various state politicians and a variety of other UTU local officers and members also attended.

Topics of discussion during the luncheon included the Railroad Retirement and Survivors' Improvement Act, locomotive cab conditions, Amtrak and local community issues concerning the rail industry, Farris said, adding that "an enjoyable time was had by all."

Arizona

The Arizona Legislative Board is working with the State of Arizona to enforce its safety rule requiring at least two crew members in the cab of a train's lead locomotive, Director **Scott Olson** reports.

Earlier this year, Amtrak sued the Arizona Corporation Commission in an effort to block the state from enforcing its crew rule. The passenger carrier contends that operating a train with only one person in the cab is not a hazard and requiring it to do so is too costly and a violation of its labor contracts with engineers.

"The Arizona Legislative Board was responsible for passing the rule to help protect our members from one-man crews back in 1992," Olson said. "We have taken the side of the state on this matter and have asked Legal Counsel **Larry Mann** to assist Arizona in this case."

Oklahoma

Voters will decide on September 25 whether Oklahoma will become the 22nd state in the country to enact "right-to-work" legislation which would ban labor contracts that require employees to pay union dues, an issue Gov. Frank Keating has been pushing since he took office in 1995.

Keating contends that companies avoid Oklahoma in favor of Texas and other nearby states that have right-to-work laws, but opponents say the state's dependence on oil and cattle and other problems have limited manufacturing there.

An election victory will boost efforts to pass similar laws in Colorado, Kentucky, Indiana, New Hampshire, New Mexico and Montana, said National Right-to-Work Committee spokesman Barry Kelly. But Alexander Holmes, an economist at the University of Oklahoma, said numerous studies agree that one of the best things the state could do to improve its economy would be to improve its schools.

UTU Legislative Director **Kenneth Minard** said "labor is planning to launch a media campaign in late August to let voters know what the legislation will really mean to the economy."

Wyoming

The 2001 Democratic National Committee Western States Caucus, held at Jackson, Wyo., was a resounding success, reported Wyoming Legislative Director **George Bagby**, who serves as Wyoming National Committeeman for the Democratic Party.

Montana State Democratic Chairperson Bob Ream and Diane Feldman, a professional pollster, led seminars on campaigning in the rural West and on "gun safety, not gun control," Bagby said.

He said other issues discussed included the Bush tax reform package, prescription drug

coverage and federal judicial appointments, "issues that affect UTU members and their families every day."

Bagby said the best news of the meeting, which received a standing ovation, was that Sen. James Jeffords had left the Republican Party to become an independent.

Iowa

The Iowa Legislative Board was successful in getting legislation passed that mandates restrictions on the hours of service that railroad-crew van drivers can legally operate their vehicles in the state, reported Legislative Director **Pat Hendricks**.

Sec. 12 of Senate File 350 requires the state department of transportation to "adopt rules concerning hours of service for drivers of vehicles operated for hire and designed to transport seven or more persons, including the driver."

"This complements earlier legislation requiring the safe transportation of railroad employees that the UTU worked into law several years ago (327E.39 of the Iowa Code)," Hendricks said.

Virginia/West Virginia

The 51 golfers who teed up for a tournament on June 7 at the UTU/UTUIA 4th Annual Special Informational Seminar in Roanoke, Va., decided to donate the tournament proceeds of \$1,345 to Engineer **Wayne "Wormy" Taylor** of Local 706 at Roanoke, reported Virginia Legislative Director **Richard Jeskey**.

"This is the fourth year that a golf fundraiser was held at the Virginia/West Virginia seminar and the second year that the proceeds were presented to Brother Wayne and his wife," said Jeskey, who also thanked the participants for making the tournament possible.

Jeskey also expressed appreciation to the law firms of Legal Counsel **Francis Hajek**, **Larry Mann** and **Willard Moody** for their contributions to cover the costs of the golf luncheon and the dinner following the seminar.

Bus Department

By **Bernie McNelis**

Abnormal hours cause problems

I would like again to write about health and safety issues our members face at work.

The same study to which I referred in last month's article discussed another issue with which we are familiar and with which we must deal: the abnormal hours many UTU members must work. This is an issue many of our employers do not appreciate.

The article states, "Not only human biology, but also human society, opposes those who work abnormal hours. Unlike the nocturnal sleep of the majority, which is carefully protected by strict taboos against loud noises and telephone use at night, late awakenings, day sleeping and napping that are required by those working abnormal hours is only grudgingly tolerated by society. Evening and weekend community events can also be denied to these people, leading to feelings of alienation.

"It is with the family, however, that the social disruptions of abnormal work hours may be the most devastating. For the worker, the family roles of parent, caregiver, social companion and sexual partner can all be severely compromised by abnormal work hours, leading to marital disharmony and problems with children. Moreover, the worker's attempts to rectify, or to avoid, such social problems may result in a decrease in sleep time, thus leading to poor alertness and compromised safety and productivity."

This is not news to us. This is why laws such as the Family Medical Leave Act (FMLA) are passed, to help employees with family problems as much as possible. We know most employers are against the FMLA. We need to make sure such laws are maintained and that additional family time-off rules are enacted to ensure our spouses, children and other family members have us there when they need us.



Yardmasters

By **Don Carver**

Contract benefits a better deal

Yardmasters have been experiencing problems in two areas of insurance coverage. They are with supplemental sickness benefits administered by Trustmark and in transitioning from active status to disabled status.

Some yardmasters who are off sick for an extended period of time or who have notified their carrier that they will be off for an extended period due to illness or non on-duty injury are being arbitrarily placed on Family Medical Leave Act (FMLA) status by the carrier. If you are covered by the National Supplemental Sickness Plan or Sickness Benefit Plan under your contract with benefits that exceed those of FMLA, you are entitled to those benefits rather than FMLA. Some yardmasters have had healthcare coverage terminated after four months under FMLA even though our National Healthcare Plan provides coverage for a far greater period of time.

Some yardmasters arbitrarily placed on FMLA by their employing carriers are not being certified for Supplemental Sickness benefits.

If you are informed by your carrier that you are being placed on FMLA or you are instructed by your carrier to complete the request forms for FMLA coverage, notify your general chairperson immediately. Yardmasters are entitled to the contract benefits that exceed those provided under FMLA.

Yardmasters applying for a Railroad Retirement disability annuity or age annuity should contact the Yardmaster Department. Failure to give proper notification of the status change to your healthcare provider may cause a disruption in insurance coverage.



Byron A. Boyd, Jr., International President

Paul C. Thompson, Assistant President

Daniel E. Johnson, Secretary/Treasurer

James M. Brunkenhoefer, Nat. Legislative Dir.

Contact the UTU:

via telephone at (216) 228-9400;

via fax at (216) 228-5755;

via e-mail at utunews@utu.org;

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

Winning in Winnipeg

The UTU/UTUIA Regional Meeting in Winnipeg, Manitoba, gave proof to the claim that the UTU remains at the forefront of labor as the preeminent transportation union in North America.

The meeting and its location, site of the first general strike in North America in 1919, provided the perfect backdrop for the announcement of the historic agreement between the UTU and the Brotherhood of Locomotive Engineers to merge the two unions, subject to ratification by each union's rank and file.

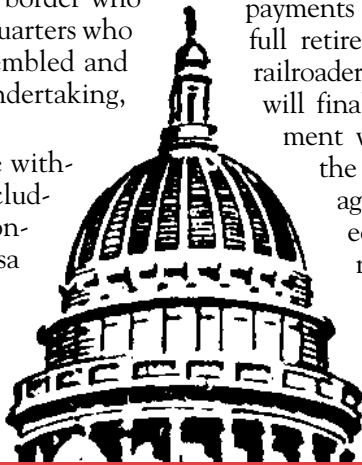
And like the Regional Meeting in Greensboro, N.C., earlier this year, it provided the perfect venue for members, families and friends to come together for professional advancement, social enrichment, and inspiration.

It took dedication, commitment and the efforts of innumerable people working on an international scale to make the Winnipeg meeting happen.

Those deserving credit for its success include the officers and staff members who planned the event; members on both sides of the border who coordinated the event; employees at our International Headquarters who coordinated the pre-registration and produced, printed, assembled and shipped the thousands of items necessary to stage such an undertaking, and the hard-working employees of the meeting site itself.

Still, our meeting in Winnipeg couldn't have been possible without the help of the Local Regional Meeting Committee, including Dennis and Angela Atamanchuk, Sheila and Bill Bondarenko, Ron Boychuk, Pat and Bill Dance, Frank and Lisa Ridgen, Don and Linda Tennant, and Paul Woodman.

To all those and many others who toiled behind the scenes, we express our sincere gratitude. And to those who made the effort to attend and who will now relay their experiences to their co-workers, friends and families back home, we offer our thanks for proving the value of our united efforts.



WASHINGTON WATCH

By James Brunkenhoefer

Riding on the D.C. rollercoaster

The UTU's Washington headquarters building, located at 304 Pennsylvania Ave, S.E., was a beehive of activity on July 30 and 31. This building became the command center for the onslaught to move H.R. 1140. There were representatives from almost every department of UTU – vice presidents, general chairpersons, state directors. We were assisted by our new partners, the BLE. In addition, there were representatives from almost every rail labor organization. This effort was supported by numerous representatives of rail management. There were even numerous, and I mean numerous, high-paid consultants employed by rail management. This crowd is paid by the several hundreds of dollars an hour by the carriers' interests.



We were not the only ones working that day on this vital legislation. Those that were opposed to us were also well prepared. Even though we totally disagree with them, we still have to respect them. They had on their side many inside-the-Beltway think tanks who were feverishly churning out bushel baskets full of inaccurate information. In some cases, their information was just plain old lies. The Office of Management and Budget (OMB) proved to be a major problem. They had also gotten newspaper editorials written that were friendly to their cause. Although they had a slick presentation, their goal was quite simple: They wanted to use your money for their purposes.

They continued to use the excuse that they were doing it to defend the federal budget. They believe that using your money for their goals will get them more votes than using it for which it was designed, for Railroad Retirement benefits.

Any military strategist knows that a force that is dug in,

Strength in unity

We are writing history with the merger of the UTU and BLE into the almost 200,000-member strong United Transportation Union-Brotherhood of Locomotive Engineers. The reality of a UTU-BLE merger is job protection. The merger will end forever carrier attempts to force us into a race-to-the-bottom by driving a wedge between dedicated and highly skilled employees who operate the trains safely and on-time under some of the most harsh conditions imaginable.



The single, stronger voice that our merger will

produce at the bargaining table becomes a more effective voice when the subject is wages, health care coverage, quality of life, employee safety, job protection and workplace dignity. Congressman Neil Abercrombie, D-Hawaii, said it best at our regional meeting in Winnipeg last month: "Only when you have unity can you achieve power, and only when you have the power can you control the agenda."

Unity among railroad labor organizations is what produced an agreement with the carriers to improve Railroad Retirement by increasing payments to widows and restoring full retirement benefits to career railroaders at age 60. Unity is what will finalize our tentative agreement with the carriers to end

the pay discrimination against post-1985 employees, bury for good the carriers' perennial demand to increase the basic-day mileage, preserve overtime time as we move toward trip rates and do it all without a single work-

rule concession.

And unity will prevent railroads from destroying jobs as they introduce new technology. As a single operating union we shall sit at the head of the table with carrier management to plan and control the introduction of all new technology. There will be no distractions, no internal union fights for survival, no carrier wedges that separate and distract us and no destruction of union families.

A combined UTU-BLE shall take from management its ability to use fear and uncertainty to turn us

upon one another. A combined UTU-BLE will stand unfragmented, tall and strong to increase our influence in the U.S. Congress, in the Canadian Parliament and in state and provincial legislatures. A combined UTU-BLE will be in a stronger position to support continued funding of Amtrak. And a combined UTU-BLE will produce substantial internal financial savings as we end hostilities that have distracted both unions from devoting 100 percent of our attention to protecting jobs, paychecks, health care coverage, lives and workplace dignity.

"Unity is everything," said Rep. Abercrombie, who was raised in a union family. When we are organized, when we work together, we can take control of the agenda and restore power. The UTU-BLE will be a partnership that matches the bargaining and political strength of carriers. It will be a partnership that recognizes our individual heritage through craft autonomy, but still recognizes the reality of requiring unity at the bargaining table and in the political arena. Sisters and brothers, union, yes! And merger, yes!

What leaders are saying about the UTU

Excerpts from speeches given at the recent UTU/UTUIA Regional Meeting in Winnipeg

Cong. Abercrombie urges political activism

WINNIPEG, Manitoba – U.S. Cong. Neil Abercrombie (D-Hawaii) repeatedly brought a packed house to its feet with an emotional and motivational speech that drove home the importance of political activism to working families.

Reminding the more-than-900 UTU members, their families and their guests “that unity is everything,” Cong. Abercrombie emphasized the power of numbers in a democracy, and the importance of influencing and controlling a nation’s political agenda.

Cong. Abercrombie represents a Pacific island district with no working UTU members, but has a 100%-pro-UTU voting record, a fact underscored by his presence at the UTU Regional Meeting and his reiteration of a personal commitment to working families everywhere.



Abercrombie

“I told (UTU International) President Boyd, I told Brokenrail (UTU National Legislative Director James M. Brunkenhoefer), I told anybody in organized labor who has helped me,” Cong. Abercrombie said, “that I would go anywhere, anytime, any day, any night, to speak with working men and women to say that, when we’re organized, when we work together, when we stick together, we can win, we can take control of the agenda, and bring democracy and justice back to working people everywhere.”

Pointing to the last U.S. presidential election as a prime example of the importance of every vote, Cong. Abercrombie declared, “It is a sin against yourself, a sin against your family, and a sin against your union if you’re not registered to vote, and if you’re not getting every single member of the union family out to vote on behalf of labor’s candidates.”

Cong. Abercrombie called UTU International President Byron A. Boyd, Jr.’s, announcement of a breakthrough in merger efforts with the Brotherhood of Locomotive Engineers “fantastic progress,” with positive political ramifications for all of organized labor, but sounded a note of caution about the forces that may oppose unification.

“Those who are in opposition to you, those who want to drive labor down, are only too happy when there are divisions,” Cong. Abercrombie cautioned. “(They are) only too happy when they can drive a wedge. This is why it’s so important to back up this merger talk. This is why it’s so important to have unification of labor’s interests across national boundaries, across state boundaries.”

Cong. Abercrombie addressed the meeting’s theme of diversity, pointing out that though he was not a native Hawaiian, his election offered an example of diversity in action.

“I just want to tell you, you’re looking at affirmative action in Hawaii, right here. We’re a multi-cultural, multi-racial, multi-ethnic society, a rainbow society,” Abercrombie said. “We have a lot of diversity in Hawaii. But we do not let our diversity divide us. We let our diversity define us, and that’s what organized labor has to do: define diversity as progress for working people everywhere in North America.”

Referring to his address to the Auxiliary of the UTU earlier in the morning, Cong. Abercrombie said, “Every man in here, every woman in here, whose spouse has helped us through the tough times, understands that the only way a family can succeed, the only way a union can succeed, the only way that labor can succeed, is by having an unbreakable partnership that will not back down in the face of opposition, no matter what!”

Blakie says rail part of environmental answer

WINNIPEG, Manitoba – Member of Parliament and New Democratic Party (NDP) House Leader Bill Blakie told those attending the UTU/UTUIA Regional Meeting that the world has a genuine environmental crisis on its hands, and railroaders have a big part of the answer.



Blakie

Blakie called on UTU members in Canada and the United States “to work with those of us in Parliament and in Congress, and wherever you can find allies, to bring back rail. Do it, not just in the name of jobs, but do it in the name of saving the planet.”

Congratulating UTU members from the U.S. for forcing their political leaders to recognize “the need to do something about enshrining and enforcing global labor standards,” Blakie characterized the current worldwide economic model as flawed.

“Whatever the economic model is, whether it’s global, or regional, or national,” Blakie said, “if it doesn’t protect working people, if it doesn’t work for working families, then as far as we’re concerned, it doesn’t work, and it has to be changed.”

A native of the Winnipeg-Transcona region with a railroad back-

ground and a reputation for his commitment to the environment, Blakie decried “the bad public policy decisions” of the past decade that resulted in rising truck traffic in Manitoba, as well as other parts of North America.

“No one’s out to eliminate trucks. We’re for a multi-modal system,” Blakie said. “But the fact of the matter is, our highways are clogged with trucks that look more and more like trains all the time. And they’re digging up the highways, they’re unsafe, people are being killed – it’s a nightmare as far as transportation policy is concerned.”

Blakie noted “there has never been a conflict between being for railways and being for the environment,” and pointed to the gathering environmental crisis as an opportunity for UTU members to “stand up and say, ‘We are the premier mode of transportation in the world when it comes to reducing greenhouse gas emissions.’”

In the face of global climate changes, Blakie said, the stage has been set for rail management and labor to prosper by urging governments worldwide to battle environmental degradation by “restoring and recovering and enhancing the role of rail transportation” and giving it “the prominence it once again deserves.”

Gereluk urges UTU members to promote change

WINNIPEG, Manitoba – Labor unions hold the key to environmental protection and the implementation of sustainable development policies that can preserve the planet for future generations, according to Associate Professor of Industrial Relations Winston Gereluk of Athabasca University.



Gereluk

Gereluk also is the United Nations representative for Public Services International (PSI), a global umbrella group for public service unions.

In describing current environmental problems and their potential solutions, Gereluk said the UTU in particular can play a two-pronged role by providing mechanisms for change and by promoting rail transportation.

Environmental protection alone is not enough, Gereluk said. Instead, the emphasis should be on sustainable development, which he defined as policies and practices that meet the needs of the present without compromising future generations to meet their own needs.

“You cannot deal with the environment alone,” Gereluk said, “because

if you try to solve the problem in isolation, it won’t happen. You have to deal with the economic considerations and the social conditions.”

The solution, he said, lies in changing patterns of production and consumption.

“If you want to make change that drastic,” he said, “you have to begin at the workplace. It’s the center of production. Therefore, workers have to be involved in the process. And without worker cooperation, nothing will be done. Unfortunately, the usual thinking is to go to management, not workers. There’s no mechanisms for worker involvement – except the unions.”

Gereluk urged UTU members to “educate and organize, get involved with other unions and groups, get involved with the employer, push the employer through collective bargaining, develop a policy that takes sustainable development into consideration. And influence your government.”

As change comes about, Gereluk said, sustainable transportation systems will be needed. Citing statistics indicating that railways are five times more fuel efficient and less polluting than cars and trucks, he said railways offer the ideal solution.

UTU/UTUIA Regional

Greensboro Regional Meeting



Showing support for International President Boyd's state of the union speech were, left to right, former International Presidents Al H. Chesser and G. Thomas DuBose, and former International Assistant President L.W. "Corky" Swert.



International President Byron A. Boyd, Jr., gives the State of the Union Address at the Greensboro Regional Meeting.



Vice President and Director of the UTU Bus Department Bernie McNelis leads a workshop of eager participants learning about contracts at the UTU Regional Meeting.



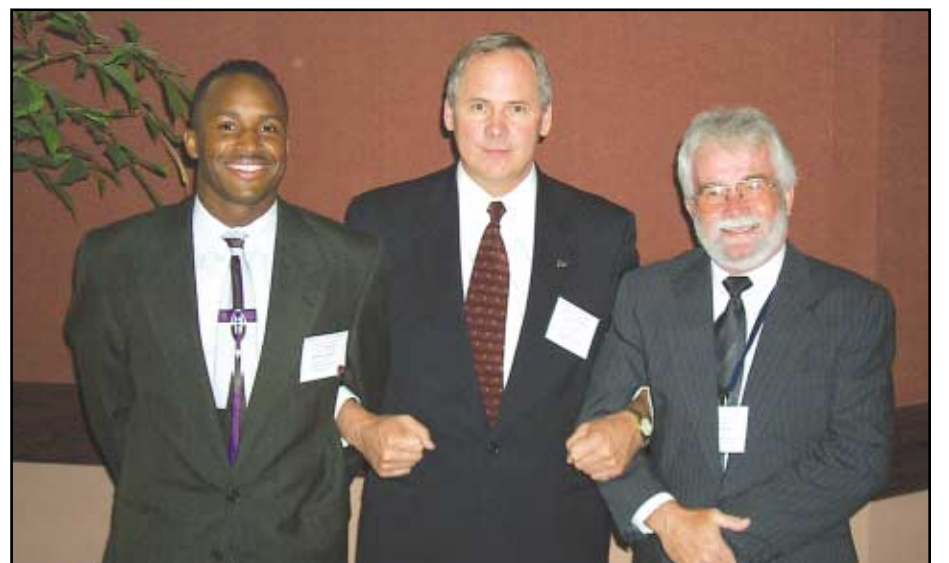
UTUIA Field Coordinator Joe Fletcher (left) of Local 30, Jacksonville, Fla., mugs with Alternate Indiana State Legislative Director Rich Everhart of Local 1518, Indianapolis, Ind. Brother Everhart, better known by the nickname "Panama" given to him by the late former UTU International President Fred A. Hardin, sports a unique hat festooned with 261 lapel pins. Everhart said his hat bears only a fraction of the nearly 1,000 pins in his collection, weighs 13 lbs., and has a total worth estimated to be "priceless."



UTUIA Special Insurance Representative Don Dysart (L-1261, Atlanta, Ga.) and UTUIA Field Supervisor Clay Parker (L-1033, Atlanta, Ga.) discuss insurance products with former Field Supervisor Ken Pound (L-1573, Klamath Falls, Ore.).



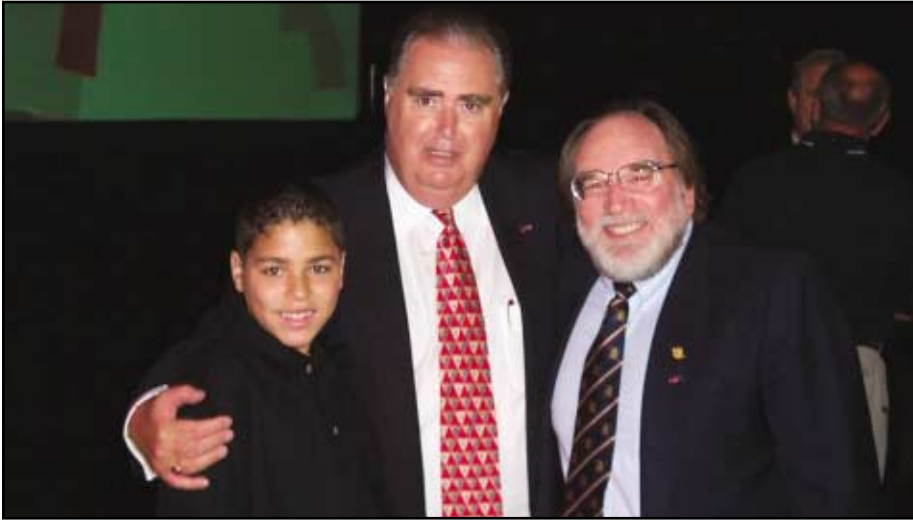
Representing the Auxiliary of the UTU at the Regional Meeting held in Greensboro, N.C., are (left to right) International President Edythe Walter; International Secretary and Treasurer Joan Montgomery; Vice President of District 3 Louise Scott, and Vice President of District 4 Rose Vincent.



From left, Washington, D.C., Local 1933 Legislative Representative Edmund W. Johnson; District of Columbia Legislative Director and Local 1933 Delegate Steven P. Fritter, and Washington, D.C., Local 1522 Legislative Representative and Alternate Delegate Patrick Ryan, Jr., chat before the President's Banquet. The district was honored at the Regional Meeting as the state with the highest TPEL donation per member per month for 2000.

Meeting Scrapbook

Winnipeg Regional Meeting



UTU International President Byron A. Boyd, Jr., (center) facilitates a meeting between his 10-year-old grandson Mark Boyd and Cong. Neil Abercrombie (D-Hawaii).



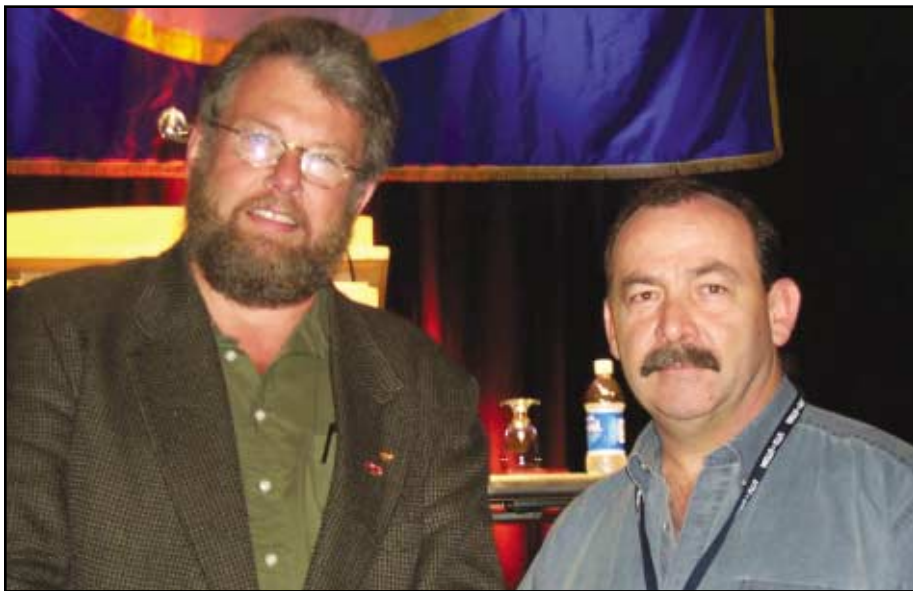
Three-year-old Jonn Olson, with his dad, Vice Local Chairperson Dave Olson of Local 1894, Winnipeg, Manitoba, and his mother, Maureen Olson, gets ready to investigate the UTU's mobile training and education laboratory, Membership I, in front of the Winnipeg Convention Centre.



John Foote of Local 627, Wymore, Neb., and his wife Kim take 20-month-old daughter Kierstin for a stroll to check out the UTU Regional Meeting in Winnipeg.



UTU Human Rights Coordinator Ray Cunningham, Jr., and wife Phyllis enjoy some time together at the dinner and dance at the Winnipeg Regional Meeting.



Member of Parliament and New Democratic Party House Leader Bill Blakie (left), guest speaker at the UTU Regional Meeting in Winnipeg, Manitoba, talks with UTU Canadian National Legislative Director Tim Secord.



Director of the Wisconsin Legislative Board Thomas P. Dwyer II enjoys the company of his wife Cheryl Vader (left) and daughter Leah Dwyer, a 12-year-old seventh grader, at the UTU/UTUIA Regional Meeting in Winnipeg, Manitoba.



UTU Washington, D.C., Office Chief of Staff Scott Belden and his wife Charlie take a break from all the excitement at the Winnipeg Regional Meeting.



Proud grandfather and Special Insurance Representative Andrew Kinne, local president and legislative representative for Local 1403, Kansas City, Mo., introduces his grandson, 7-year-old Zachariah, to fraternalism at its best.

BLE merger

Continued from page 1

merger as well.”

“The merger is designed to stop the race to the bottom,” said BLE International President Edward Dubroski, “and provide our members with a more effective and stronger voice for improved wages, health care, quality of life, job safety and workplace dignity.”

In announcing the proposed merger, UTU International President Byron A. Boyd, Jr., and BLE International President Edward Dubroski issued the following joint statement:

“After 3 1/2 years of on-again, off-again discussions, it is time for the members of both unions to decide on the question of merger. We are asking our members to approve the creation of the largest combined rail, bus and air union in North America. It joins the best of the proud, historic and democratic principles embodied in both the UTU and the BLE, and has as its goal the protection and advancement of each of the autonomous crafts in which our members work.

“The merged union would produce substantial financial savings by ending hostilities that have distracted both of us from doing what we are paid to do – represent our members’ interests with railroads and other transportation companies – and by providing for streamlined operations. Most importantly, the new union would vastly enhance our power and influence at the bargaining table, in state legislatures

and provincial parliaments, and in the halls of national legislatures in Washington and Ottawa.”

“The merger with the BLE is about unity while maintaining historical craft autonomy,” said President Boyd. “Only a single union inside the locomotive cab will assure an end to any race to the bottom. We have pledged that the heritage and the autonomy of locomotive engineers will be preserved. Locomotive engineers will ratify agreements separately, just as all crafts now do.”

“When it comes to unity with craft autonomy,” Boyd continued, “the UTU speaks from experience. The UTU was formed in 1969 from four crafts, and historical craft autonomy has been maintained and will continue to be maintained. So will the historical craft autonomy of locomotive engineers. We are making the same promise that was made and kept when the UTU was created 32 years ago. We have kept that promise. We have never wavered from that commitment.”

Boyd also noted the positive impact a merger is expected to bring to contract negotiations. “A unified negotiating team prevents the railroads from playing one operating union against another. It makes clear to the carriers that we stand together.”

Updates regarding the ratification process will be made available on each organization’s website as they develop. Members are urged to keep an eye on the UTU’s website at <http://www.utu.org> and the BLE’s website at <http://www.ble.org>.

Chesser to get Debs Award

CLEVELAND, Ohio – UTU Past President Al Chesser will be honored on November 3 at a special ceremony and banquet at Indiana State University in Terre Haute, Ind., as this year’s recipient of the prestigious Eugene V. Debs Award.

“I can think of no one more suited to receive this award than Al Chesser,” said UTU International President Byron A. Boyd, Jr. “I would like to encourage all UTU members who can fit it into their schedules to attend this event.”

According to Illinois Legislative Board Assistant Director John H. Burner, a limited block of rooms is being made available to UTU members at the Terre Haute Holiday Inn (south of I-70 on U.S. 41) at a rate of \$79 a night, plus tax. Reservations may be made by calling (812) 232-6081.

Tickets to attend the social hour and reception preceding the 7 p.m. banquet, as well as the banquet itself, are \$25 and must be purchased in advance, Burner said. Checks should be made payable to “The Debs Foundation,” and sent to P.O. Box 843, Terre Haute, IN 47808.

Burner said individual greetings may be included in the souvenir program in one of two forms. A simple listing of your name costs \$20, while a listing by name with a personal greeting of 20 words or less costs \$30.

For more information, contact Charles King at (812) 237-3443.

Pension bill

Continued from page 1

ments in the surviving spouse benefit; full retirement annuity at age 60 with 30 years of service; elimination of artificial caps on benefits, and vesting after five years instead of 10.

The measure also includes provisions that require the railroads to insure future fund solvency with future tax increases paid by the carriers, if necessary.

“Labor union unity overcame strong opposition to this bill by the White House and conservative Republicans,” UTU International President Byron A. Boyd, Jr., said. “The power and leverage that unity provided to gain House passage of the Railroad Retirement bill is the power and leverage that will be available to us every day at the bargaining table, in the U.S. Congress, the Canadian Parliament and in state and provincial legislatures when we combine the UTU with the BLE.”

Assistant President Paul Thompson said, “Once again, the UTU has proven its motto of ‘Progress through Unity.’”

Before the House vote, the White House attempted to derail the legislation with the release by the Office of Management and Bud-

get (OMB) of a list of concerns about the legislation and some suggested changes.

“The coalition (labor and management) has always stated that it would discuss any changes as long as they do not impact benefits,” National Legislative Director James Brunkenhoefer said. “We expressed to House Speaker Dennis Hastert that we believed that OMB’s efforts were not in good faith, that it was an effort only to delay this vital legislation.”

Brunkenhoefer continues to urge all UTU members, active and retired, to contact their senators and the White House to urge passage of this legislation.

“For those senators who are not already sponsors of S. 697, please encourage them to support this legislation. For those who have already sponsored S. 697, and H.R. 1140 in the House, please express your thanks. This is something that they very seldom hear and a show of appreciation will be most helpful to our cause,” Brunkenhoefer said. “We are optimistic that, with the help and encouragement of all active and retired UTU members, it will be signed into law very soon.”

The complete list of co-sponsors of this legislation, as well as other details of the measure, can be found on the UTU website at <http://www.utu.org>.

Those voting “No” on H.R. 1140:

Cass Ballenger (R-N.C.)
Walter Jones (R-N.C.)
Bob Schaffer (R-Col.)
Steve Chabot (R-Ohio)
Jim Kolbe (R-Ariz.)
James F. Sensenbrenner, Jr. (R-Wis.)
Christopher Cox (R-Cal.)
Steve Largent (R-Okla.)
John B. Shadegg (R-Ariz.)
Tom DeLay (R-Tex.)
Dan Miller (R-Fla.)
Christopher Shays (R-Conn.)
Jim DeMint (R-S.C.)
Gary G. Miller (R-Cal.)
Nick Smith (R-Mich.)
Jeff Flake (R-Ariz.)
Sue Myrick (R-N.C.)
Charles W. Stenholm (D-Tex.)
Rodney Frelinghuysen (R-N.J.)
Ron E. Paul (R-Tex.)
John E. Sununu (R-N.H.)
Joel Hefley (R-Col.)
Mike Pence (R-Ind.)
Thomas G. Tancredo (R-Col.)
Wally Herger (R-Cal.)
Joseph R. Pitts (R-Pa.)
Gene Taylor (D-Miss.)
Peter Hoekstra (R-Mich.)
Dana Rohrabacher (R-Cal.)
William M. Thomas (R-Cal.)
Sam Johnson (R-Tex.)
Edward Royce (R-Cal.)
Dave Weldon (R-Fla.)

Member killed

Continued from page 1

according to sources.

Some speculated that the truck had come off the car, that the car had jumped a switch, or that the rails had spread apart due to lack of maintenance.

Johnson leaves behind six children and many grandchildren.

The National Transportation Safety Board, Federal Railroad Administration and other

agencies are investigating this accident

“Tragedies such as this affect all our lives and our families, as well,” General Chairperson Dennis Baker said. “This fatality brings the realization that we are a close-knit family of the UTU and must not only look out for ourselves, but for all of our brothers and sisters in the UTU.”

Memorials may be sent to the Anthony Johnson family, 4143 W. Van Buren St., Chicago, IL 60624.

“It is my sincere hope that fellow brothers and sisters of Mr. Johnson throughout our system not only remember him by sending

memorials to his family, but take a moment to honor his memory by realizing how very little control we have in our own lives working in the railroad industry,” Baker said. “Each day we are out there presents some unknown challenges and circumstances to deal with.”

“He (Johnson) was one of the best teachers we had at the railroad,” Local 1433 Chairman Stu Wallenberg said.

“He taught student conductors how to be switchmen. He was the best switchman out there. This just shows you it can happen to anybody. You have got to be prepared at all times.”

Voices: What will you do with your tax relief check?



Harvey Boles

L-750, Knoxville, Tenn.

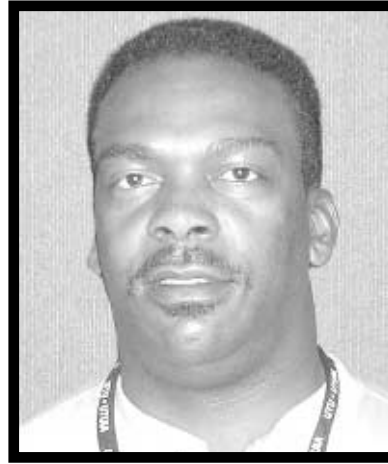
"I've been on this Norfolk Southern division for 33 years, and I've been an engineer for nearly seven years. If my wife and I get a tax relief check, we're going to frame it! Taxation is so unequal in this country. It seems the rich man pays less taxes and the working man pays more. The last 'break' I got on taxes came from President Reagan, and I ended up paying more federal taxes. This deal makes me feel very scared. Bush is taking money from the poor and giving it to the rich with these rebates. Three or four years from now, we'll be paying more taxes to make up for this."



Carlita Chalk

L-1565, W. Hollywood, Cal.

"I've worked for the Los Angeles MTA for 22 years, as a bus operator for more than 15 years, and now as a light rail train operator for nearly seven years. I think I probably pay too much in taxes. When I get my tax relief check, I'm sure I'll probably just pay a bill with it. It's not a big deal to me. If I get it, I get it. This is probably money that was due to us, anyhow. We're really not getting something for nothing. Of course, the tax relief check will be welcome, but I'm conscientious regarding credit. When I'm ready to do something, I don't wait for someone to give me something."



Calvin Studivant

L-759, Passaic, N.J.

"I've been a tour bus operator with Community Bus Lines (Coach USA) for eight years, and drove for NJ Transit for two years before that. I haven't given much thought to what I'll do with my tax relief check, but I'll certainly donate a portion of it to TPEL. I think the little man is getting a bit of a break, but this is really designed to help the rich man. In the long term, even though they keep talking about a budget surplus, I think the country will end up in debt again. I guess you have to pay taxes, but I'd like to see this country go to the Canadian system, where you pay taxes and get health care in return."



Marvin White

L-1697, Lubbock, Tex.

"I'm a scheduled bus operator for Texas, New Mexico & Oklahoma Coaches, driving from Lubbock to Wichita Falls, 428 miles, four days out of six. I bought my wife a gift about five months ago, and I'll use the check to pay off the bill. I feel it's about time I got some of my money back. I think the government gets twice what they need. I've always been a Republican, and I'll be one until I die. I don't agree with the hand-outs and freebies the Democrats go for. This is a step in the right direction, but I think interest-rate cuts will have more effect on the economy."

FELA Update

To sue, or not to sue?

If you get hurt on the job, isn't it fair to give the railroad's claim representative a chance before you talk to a lawyer?

Isn't it disloyal to the company not to at least listen to its presentation first?

After all, who puts the bread on the table?

While those questions may have some appeal when you first hear them, they are a little wide of the mark.

Ask yourself the following questions as well:

•Why not talk to a UTU Designated Legal Counsel?

•What is there to lose?

•Where else can you find free legal advice?

•Who else can tell you what your rights are and what the law is all about?

•Who else will give you the straight dope on how to handle your claim?

•Who else has as much experience in dealing with the railroad when it comes to railroad injury claims?

After you have reviewed all the questions, call Designated Legal Counsel.

**Monte Bricker,
coordinator
Designated Legal
Counsel Program
(888) 241-7076
montebrick@aol.com**

TPEL HONOR ROLL

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

Name	Local City	Name	Local City
PLATINUM CLUB (\$1200 OR MORE PER YEAR)			
Zakovics, Zig I.	1468 Walla Walla, WA	Bartel, Joseph N.	311 La Crosse, WI
Wood, Julian P.	1501 Baton Rouge, LA	Leonhardt, Mark B.	313 Grand Rapids, MI
DOUBLE DIAMOND CLUB (\$600 OR MORE PER YEAR)			
Lewis, James M.	490 Princeton, IN	Berger, Terry A.	1344 Mandan, ND
Wilson, James T.	970 Abbeville, SC	GOLD CLUB (\$100 OR MORE PER YEAR)	
DIAMOND PLUS CLUB (\$400 OR MORE PER YEAR)			
Rardin, Randy L.	329 Boone, IA	Langston, Les K.	84 Los Angeles, CA
Downer, Michael J.	662 Richmond, VA	Walters, Rainey L.	311 La Crosse, WI
Burkard, John L.	1000 Minneapolis, MN	Willey, Lynn M.	385 Croton/Hudson, NY
DOLLAR-A-DAY CLUB (\$365 OR MORE PER YEAR)			
Yates, Edward M.	118 Hinton, WV	Wormack, James W.	430 Cumberland, MD
Walters, Craig R.	311 La Crosse, WI	Christensen, Ryan T.	493 Waterloo, IA
Ferguson, Jeremy R.	313 Grand Rapids, MI	Johnson, Anna A.	650 Minneapolis, MN
Gibson Jr., Jerry L.	313 Grand Rapids, MI	Fuller, Stacy Kay	781 Shreveport, LA
Nystrom, Cristofer S.	329 Boone, IA	Gilbert, Blaine A.	781 Shreveport, LA
Waltzing, John E.	329 Boone, IA	*Kilgore, Earl R.	838 Philadelphia, PA
Estes, Johnnie V.	376 Louisville, KY	Hannaford, Scott W.	934 Alliance, NE
Robinette, Gary L.	600 Cumberland, MD	Hyatt, Jason Ray	942 Florence, SC
Horner, Terry A.	600 Cumberland, MD	*Rushing, Wilford C.	1053 Selma, AL
Davis, Bruce A.	610 Baltimore, MD	Albrandt, Richard A.	1136 Sterling, CO
West, James V.	903 Jacksonville, FL	Berg, Richard	1137 Fargo, ND
Adams, Tracy D.	1316 Ravenna, KY	Delmore, Timothy B.	1137 Fargo, ND
Hughes, J.T.	1377 Russell, KY	Gabbert, Wes J.	1137 Fargo, ND
Buczek, Florian R.	1393 E. Buffalo, NY	Keller, Rodney J.	1137 Fargo, ND
Moutria, Daniel J.	1929 E. St. Louis, IL	Nelle, Joseph M.	1293 Altoona, WI
DIAMOND CLUB (\$300 OR MORE PER YEAR)			
Janes, Francis P.	219 Hannibal, MO	Gebauer, Donald G.	1344 Mandan, ND
* = Retired Member			

Senior News

Brass Lantern honors Rule "G" Bypass author

Retiree Program member Jim Dargon of Local 1409, Kansas City, Kans., received a UTU Brass Lantern last April, but didn't realize it's significance.



Jim Dargon

The accompanying letter from UTU International President Byron A. Boyd, Jr., should have been a tip-off.

"Your involvement from May 1979 up to the present," President Boyd wrote, "representing the UTU in front of railroad presidents and state governors is a living testament to your dedication and staunch conviction in the Operation RedBlock Program and the benefits our membership derives from being helped to overcome an alcohol or drug problem without losing their job and family forever."

As the author of the first Rule "G" Bypass agreement and the creator of Operation RedBlock, Dargon has simply remained too busy promoting the program's value to pay attention to awards.

"Railroads had the rule that said if you were impaired and got pulled up short by a company officer," Dargon said, "you were fired, and you'd never work in the industry again."

Dargon, who retired from the Union Pacific as a brakeman in 1986, had struggled with alcohol himself. When he found the strength to overcome it, others took notice.

"One of the company's officers wanted to know what could be done to help others turn around like I did. I told him, 'If you want labor involvement, we need to get rid of that Rule G.'"

As a result of that encounter, Dargon wrote the industry's first Rule G Bypass agreement in 1979.

Word spread about the UTU initiative's successes, and today, Dargon said, the second chance it makes possible has been codified as part of the Federal Railroad Administration's rule book.

Boyd underscores union's commitment to pensioners

CLEVELAND, Ohio – In a letter sent to all retired UTU members last month, UTU International President Byron A. Boyd, Jr., spelled out his administration's commitment to serving the needs of retired and soon-to-be-retired members.

Noting plans to include more and better coverage of issues of importance to seniors in the union's monthly *UTU News*, the letter also included an application form for the UTU Retiree Program, allowing those who have not already joined to become members of the program.

In addition, the letter called on retired members to "let us know about the issues you'd like to see us address."

President Boyd offered his gratitude to those retirees who have continued to play a major role in the union's affairs, particularly through their TPEL contributions and their willingness to call on their elected lawmakers.

"We owe a huge debt of gratitude to those who have dedicated their lives to our industry and this organization," Boyd wrote in his letter. "With your continued efforts, we can accomplish what needs to be done in Congress, as evidenced by our continuing successes in our campaign to gain passage of the Railroad Retirement & Survivors Improvement Act of 2001 (H.R. 1140 and S. 697)."

President Boyd said he sent the letter to all retirees in the U.S. and Canada, whether or not they already belonged to the UTU Retiree Program, to let them know that their welfare was at the top of his agenda.

"I want our retirees to keep an eye on our *UTU News* for upcoming articles of special significance to them," said Boyd, "and I want to hear their ideas for ways in which we can better serve them through the *UTU News* and through our Retiree Program."

Certain rail retirees eligible for \$2,000 life insurance benefit

Those who retired from rail service on or after April 1, 1967, are reminded that they may be eligible for a \$2,000 retiree life insurance benefit.

The life insurance benefit, formerly administered by The Travelers, is now administered by Minnesota Life and MetLife.

For those members who retired from Burlington Northern Santa Fe (BNSF), CSX, Conrail, Kansas City Southern (KCS), Norfolk Southern (NS) or Union Pacific (UP), or from railroads now part of those railroad systems, benefits are administered through Minnesota Life.

Benefits are administered by MetLife for retirees from all other railroads participating in the Railroad Employees National Health

and Welfare Plan (formerly GA-23000).

To file a claim with one of the two insurance carriers, or to obtain a change-of-beneficiary card, call one of the two following toll-free numbers:

Minnesota Life: 1-800-328-9442

MetLife: 1-800-310-7770

Please note that it is important to keep the designated beneficiary up to date.

Retirees are urged to keep this notice with their other important documents. When filing a claim, it will be very helpful to know the date the employee last worked, the name of the employing railroad, and the employee's Social Security number. These items will assist in the prompt processing of claims.

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
5	Smith, Van R.	Warsaw, MO	643	Newman, Donald L.	Marceline, MO	1393	Hartel, Robert E.	Kenmore, NY
6	Petty, Paul L.	Knox, IN	653	White, James D.	Manteno, IL	1405	Wisely, Don C.	DeSoto, MO
18	King, Ralph B.	Burnet, TX	662	Eddleton, Henry L.	Glen Allen, VA	1445	Berger, Monroe F.	Lehigh, PA
60	Dougher, Richard A.	Suffern, NY	674	Foran, Joe C.	Winder, GA	1445	Donovan, Paul M.	Pen Argyl, PA
202	Pedersen, Leonard E.	Meeker, CO	734	Fuson, Willie A.	Cassopolis, MI	1501	Hayes, Francis A.	Keener, LA
211	Copper, Frank	Pittston, PA	750	Kesterson, David W.	Knoxville, TN	1534	Preusser, Charles F.	Chicago, IL
225	Purcell, Earl C.	Homosassa, FL	750	Parks, Samuel M.	Knoxville, TN	1538	Reid, George	Chicago, IL
243	Underwood, Francis H.	Ft. Worth, TX	971	Chappell, James W.	Crewe, VA	1544	Evanoff, Alex	Simi Valley, CA
286	Owens, Raymond L.	N. Platte, NE	1129	Rand, J.S.	Garner, NC	1544	May, Neilson M.	Yucaipa, CA
298	Yager, Harold E.	Ossian, IN	1031	Smith, Jr., William W.	Springfield, GA	1544	Walton, M.L.	Arvada, CO
306	Parker, Ronald E.	Ft. Dodge, IA	1168	Fulgham, Ray	Clovis, NM	1574	Bown, Joseph G.	Portland, OR
378	Johnston, Kenneth J.	Chardon, OH	1177	Karn, Bert R.	Ortonville, MN	1597	Brunson, James	Chicago, IL
483	Krasovsky, A.	Mississauga, ON	1313	Bailey, Jr., Levi C.	Pampa, TX	1597	Shimkus, Ronald B.	Chicago, IL
493	Whelchel, Joel D.	Ft. Dodge, IA	1344	Feickert, Jr., Otto	Mandan, ND	1628	Bornak, Jerome	W. Mifflin, PA
498	Cadugan, Woodrow H.	Jim Thorpe, PA	1376	Swendrick, Chester	Columbus, OH	1628	Hancsak, Andrew	Lake Worth, FL
498	McGowan, John	Bethlehem, PA	1376	Truitt, Paul E.	Pickerington, OH	1846	Rogers, James F.	San Diego, CA
500	Schultz, Jr., William F.	Grnd. Jct., CO	1378	Breasure, Wilson R.	Seaford, DE	1915	Lithco, William H.	Roseville, CA
605	Ross, Conrad G.	Bridgeport, WV	1393	Findlay, Robert H.	W. Seneca, NY	1962	Carter, Howard S.	Columbus, OH

Heroism helps save union brother's life

PEORIA, Ill. – An unselfish act of heroism by one UTU member surely saved the life of his severely injured union brother.

Sadly, all of Josh Hamilton's actions could not save Steven Peak's leg.

On Sunday morning, July 1, Hamilton and Peak were part of a four-man crew switching cars for the Peoria and Pekin Union Railway.

Peak was setting a brake on an ALAB covered hopper filled with flour when the car's brake lurched, causing him to fall from the hopper in front of the moving car, said UTU General Chairperson Ed Kavanaugh.

Before he could scramble from the path of the moving car, it was on top of him.



Hamilton

Hamilton, 25, had made the cut on the cars and was adjacent to Peak when he heard him call out.

He immediately took off running toward him, screaming for help.

"I climbed up on the brake end and tied a brake," Hamilton said.

"After I stopped the car, I climbed down and got his leg out of the brake assembly."

Before the hopper stopped, Peak had been dragged approximately 160 feet.

"I really didn't even think about what I was doing," Hamilton said. "I tore off my shirt and used it as a tourniquet to try to stop the bleeding."

By this time, the other crew members had radioed for emergency assistance.

"It was a good thing that I always carry a pocketknife with me," said Hamilton. "It helped me make the tourniquet a lot faster."

Peak was taken to an area hospital, but surgeons were unable to save his badly mangled left leg. He also has to have his pelvis reconstructed.

He was scheduled to be released from the hospital as this issue of *UTU News* went to press.

"What makes this story really tragic is that Peak and his wife had their first child just 10 days prior to the accident," said Kavanaugh. "The baby was delivered by Cesarean as a result of complications, and his wife was still in a wheelchair when she came to the hospital."

Although he had worked previously for Norfolk Southern Railway in Indiana, it was only Peak's third day on the job for P&PU as a helper trainee. He and his wife had moved to Illinois to be nearer to their family.

"If he (Hamilton) hadn't acted as quickly as he did, Peak would surely have been killed," said Kavanaugh, adding that UTU Local 198 at Peoria, Ill., was looking into establishing a fund to assist the Peak family. "That young man is a hero in my book."

Asked to comment on his quick thinking in all the commotion, Hamilton said "it was kind of automatic – just from seeing TV shows and from safety training in school, I guess."

Foundation offers aid for railroad daughters

PHILADELPHIA, Pa. – The John Edgar Thomson Foundation offers financial assistance to daughters of deceased parents, mother or father, who were in the active employ of any railroad in the U.S. at the time of death.

Thomson was the third president of the Pennsylvania Railroad and endowed the foundation in 1882 through his will. While Thomson died childless, his affection for his adopted niece motivated his concern for the education and maintenance of daughters of a deceased parent. Funding for the work of the foundation is completely independent of any railroad. It neither solicits nor receives funds from the public.

The employee must have been considered actively employed by a United States railroad, even if disabled or on sick leave, at the time of death. Cause of death need not be work related. Eligibility also is dependent upon the daughter and surviving parent remaining unmarried.

Eligibility for daughters is from infancy to high school graduation and extends to age 22 or college graduation (whichever comes first) if attending school full time, earning at least 12 credits. Family income and expenses also are taken into consideration. The foundation also offers special health-care benefits.

Further information and applications may be obtained by writing Sheila Cohen, Thomson Foundation, 201 S. 18th St., Ste. 318, Philadelphia, PA 19103, or by calling (215) 545-6083 or toll free (800) 888-1278.

Revised rate tables

Due to a calculation error, the three rate tables below were printed in the July 2001 *UTU News* with incorrect amounts. The corrected amounts are shown. The UTU regrets the error.

YARD CONDUCTOR (FOREMAN) RATES

as of July 1, 2001

Basic Day: \$155.87

Pro-rata: Hour	\$19.4838	Overtime: Hour	\$29.2256
Minute	0.3247	Minute	0.4871
5-Minutes	1.6236	5-Minutes	2.4355

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	155.87	185.10	214.32	243.55	272.77
5	158.31	187.53	216.76	245.98	275.21
10	160.74	189.97	219.19	248.42	277.65
15	163.18	192.40	221.63	250.85	280.08
20	165.61	194.84	224.06	253.29	282.52
25	168.05	197.27	226.50	255.73	284.95
30	170.48	199.71	228.94	258.16	287.39
35	172.92	202.14	231.37	260.60	289.82
40	175.35	204.58	233.81	263.03	292.26
45	177.79	207.02	236.24	265.47	294.69
50	180.23	209.45	238.68	267.90	297.13
55	182.66	211.89	241.11	270.34	299.56

YARD BRAKEMAN (HELPER) RATES

as of July 1, 2001

Basic Day: \$149.48

Pro-rata: Hour	\$18.6850	Overtime: Hour	\$28.0275
Minute	0.3114	Minute	0.4671
5 Minutes	1.5571	5 Minutes	2.3356

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	149.48	177.51	205.53	233.56	261.59
5	151.82	179.84	207.87	235.90	263.92
10	154.15	182.18	210.21	238.23	266.26
15	156.49	184.51	212.54	240.57	268.60
20	158.82	186.85	214.88	242.90	270.93
25	161.16	189.19	217.21	245.24	273.27
30	163.49	191.52	219.55	247.58	275.60
35	165.83	193.86	221.88	249.91	277.94
40	168.16	196.19	224.22	252.25	280.27
45	170.50	198.53	226.55	254.58	282.61
50	172.84	200.86	228.89	256.92	284.94
55	175.17	203.20	231.23	259.25	287.28

SWITCHTENDER RATES

as of July 1, 2001

Basic Day: \$142.84

Pro-rata: Hour	\$17.8550	Overtime: Hour	\$26.7825
Minute	0.2976	Minute	0.4464
5 Minutes	1.4879	5 Minutes	2.2319

Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	142.84	169.62	196.41	223.19	249.97
5	145.07	171.85	198.64	225.42	252.20
10	147.30	174.09	200.87	227.65	254.44
15	149.54	176.32	203.10	229.88	256.67
20	151.77	178.55	205.33	232.12	258.90
25	154.00	180.78	207.57	234.35	261.13
30	156.23	183.01	209.80	236.58	263.36
35	158.46	185.25	212.03	238.81	265.59
40	160.70	187.48	214.26	241.04	267.83
45	162.93	189.71	216.49	243.28	270.06
50	165.16	191.94	218.72	245.51	272.29
55	167.39	194.17	220.96	247.74	274.52

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