



The Official Publication of the United Transportation Union

## THE VOICE OF TRANSPORTATION LABOR

“There is no question in my mind that the result will be unification of the historical operating crafts and that the unification will be under the umbrella of the UTU. No one should ever think otherwise.”

– UTU International President Byron A. Boyd, Jr.

**SPECIAL FOUR-PAGE  
UTU RATE TABLE  
PULLOUT INSIDE**

### News & Notes

#### Time books, calendars out

CLEVELAND, Ohio – The 2002 edition of the UTU’s time books are now available. The books, one for railroad members, a second for bus and transit workers, are great for keeping track of time worked, runs completed, money earned and taxes withheld. Time books have been sent via UPS to all local secretaries and treasurers so they can be distributed to individual members at upcoming local meetings and at crew change points. Contact your local secretary or treasurer if you have not received your copy. Additionally, the 2002 edition of the UTU calendar has been mailed to all current members of the UTU Retiree

#### MetLife to administer plan

CLEVELAND, Ohio – Effective January 1, 2002, UTU members covered under the NRC/UTU Health and Welfare Plan will have their life insurance benefits paid by MetLife, rather than by Minnesota Life. “We want to thank Minnesota Life for their administration of this benefit and for their dedication to serving the families of UTU members,” UTU International President Byron A. Boyd, Jr., said. The life insurance benefits for eligible active and retired members remains unchanged and families can contact MetLife toll-free at (800) 310-7770.

#### Teresa Perry passes away

JACKSONVILLE, Fla. – Teresa Perry, longtime secretary to five CSX general chairpersons, died Tuesday, December 11, 2001, of complications following surgery. She was 47. She had worked at the CSX general committee offices in Jacksonville, Fla., for more than 18 years, working for Bob Thompson, Billy Weaver, Jack Crisp, Mitchell Curry and John Hancock. “She trained five general chairmen,” said one co-worker. “She was not just a secretary, but a friend to all of us.”

## BLE declines merger; UTU to seek elections

CLEVELAND, Ohio – The decision of the Brotherhood of Locomotive Engineers (BLE) not to merge with the United Transportation Union means that the UTU will pursue winner-take-all representation elections on each of the major rail systems, beginning with Kansas City Southern Railway. (For the latest information, monitor the UTU webpage at [www.utu.org](http://www.utu.org)).

The BLE voted 17,251 to 7,425 against merger in a December 10 vote count certified by the American Arbitration Association (AAA). Last October, UTU members voted six to one in favor of a UTU-BLE merger in a vote also certified by the AAA.

“It is regrettable that BLE members declined to create the largest combined rail, bus and air union in North America, whose goal was the protection and advancement of each historical craft,” UTU International President Byron A. Boyd, Jr., said. “A unified organization representing all operating crafts on major railroads in the U.S. and Canada also would have allowed the UTU to reaffiliate with the AFL-CIO.

“The rank-and-file of the UTU has been pursuing a merger of all railroad operating unions for more than a quarter century,” Boyd said. “We now will pursue our second alternative to

strengthen the bargaining power of all railroad operating employees in North America. That alternative is winner-take-all representation elections. There is no question in my mind that the result will be unification of the historical operating crafts and that the unification will be under the umbrella of the UTU,” Boyd said. “No one should ever think otherwise.”

Train service employees hired since 1985 are required to accept promotion to locomotive engineer, and engineers not needed in engine service may exercise seniority as conductors and brakemen.

Each day the number of post-1985 train and engine service employees increases and this is blurring the distinction between historic craft differences.

The National Mediation Board, in permitting winner-take-all elections on the Terminal Railroad Association of St. Louis and the Paducah & Louisville – elections won by the UTU – ruled that a single craft or class of operating employees is appropriate where the facts indicate “mandatory progression from train service to engine service, the regular ebb and flow of employees from train service to engine service, and [a] similarity in working conditions and job functions...”

## Congress passes retirement bill

WASHINGTON, D.C. – A two-year effort to improve Railroad Retirement benefits was approved by both the House and Senate last month. As *UTU News* went to press December 17, the bill was on its way to the White House, where President Bush was expected to sign it into law.

For the latest Railroad Retirement information, see the UTU webpage at [www.utu.org](http://www.utu.org).

The Railroad Retirement reform bill increases widow and widower benefits by an average of \$300 per month; permits those age 60 with 30 years service to retire with full benefits – with the railroads providing a carrier-paid interim health-care plan – and reduces from 10 years to five years the vesting period for coverage under Railroad Retirement. The bill also will help junior employees on lay-off status by opening up new job opportunities.

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## UTU member killed in crash

DAVISBURG, Mich. – Investigators are still trying to determine the cause of a head-on collision between two Canadian National Railroad (CN) freight trains November 15, which killed two rail workers and injured two others.



Chase

One of those killed was 58-year-old Owosso, Mich., resident Gary L. Chase, a UTU-represented conductor and member of Local 1736 in Flint, Mich. Also killed was 49-year-old engineer Thomas Landris, a member of Brotherhood of Locomotive Engineers Division 650, Durand, Mich. Chase had been a railroader for 32 years, and Landris for 20 years.

Injured were conductor Jesse Enriquez, 46, and

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FOR THE LATEST NEWS  
ON THE KCS REPRESENTATION ELECTION  
AND RAILROAD RETIREMENT LEGISLATION,  
SEE THE UTU WEBSITE:  
[WWW.UTU.ORG](http://WWW.UTU.ORG)

# Around the UTU

## News from around the U.S. and Canada

### Local 145, Columbus, Ohio

CSX employee Ken Beamer is looking for the owner of a man's ring he found on the floor of a locomotive. Beamer found the ring in locomotive GCFX3057 at Ridgeway, Ohio, in mid-November. He said the engine was last used on CSXT train Q36717, but had been all over the East Coast in the days prior to his find. E-mail him at <blisterfoot49@yahoo.com> or call him at (614) 890-7497.

### Local 168, Chicago, Ill.

The last meeting of the year for this Amtrak local ended on a high note, with Vice President Tony Iannone and Illinois State Legislative Director Joe Szabo on hand to discuss the Amtrak Reform Council's findings, Railroad Retirement legislation and details of the claims process, said Local President Tim Harrigan. In attendance were members of Amtrak Locals 281 and 1525, as well as a number of retirees. Member and Designated Legal Counsel Robert Harrington gave recognition to Local Chairperson Doug Slikowski and Local Secretary L.T. Channing for conducting "satellite" outreach meetings throughout the year. Meanwhile, members are mourning the sudden loss of James Zasada, who succumbed to a heart attack.

### Local 262, Boston, Mass.

Members held their annual Christmas party jointly with members of Local 1462 in early December at a hall provided by the Boston Firefighters Union in grateful recognition of courtesies extended by Amtrak members on trains between Boston and New York City to firefighters traveling to attend funerals in the wake of the September 11 terrorist attacks. The firefighters presented a plaque and trophy to Local Chairpersons Joe Motte (L-1462) and Tom Driscoll (L-262), said Massachusetts/Rhode Island State Legislative Director George Casey.

### Local 283, Portland, Ore.

Members have started a program called "Adopt a Member," in which working members donate money to buy a Thanksgiving turkey for those not working due to such reasons as illness or furlough, said Local President Howard "Bill" Brothers, who noted that there were more donors than non-working members.

### Local 426, Spokane, Wash.

About 250 members and their families attended the first combined UTU/BLE Christmas party on December 10, said Local Chairperson (Yard) and Secretary and Treasurer Scoter Pischel. Members extended gratitude to UTU Designated Legal Counsel Yeager, Jungbauer, Barczak & Vucinovich, as well as BLE Designated Legal Counsel Kargianis and Werner, for their support.

### Local 454, Baltimore, Md.

Members working for the Canton Railroad recently completed five injury-free years, an achievement marked by a congratulatory letter to all workers from UTU International President Byron A. Boyd, Jr., who sent it in care of General Chairperson James H. Clark (GO-898) with instructions to pass his kudos and best wishes along to Local Chairperson Richard Williams and the rest of the local.

### Local 573, Danville, Ky.

Members employed by Norfolk Southern recently donated \$400 to the New York Firefighters 9-11 Disaster Relief Fund to help aid the families of those who suffered losses during the terrorist attacks, said Local President David L. Miracle.



Gary R. Galvin (left), secretary of General Committee of Adjustment GO-769, recently was elected mayor of Downingtown, Pa. His family includes (clockwise) his wife Ruth, sons Ryan and Gary, and daughter Shannon.

### Member scores in mayoral campaign

Among his brothers and sisters in the UTU, conductor Gary R. Galvin is known as secretary of Amtrak General Committee of Adjustment GO-769. Among those in his hometown of Downingtown, Pa., since November 6 he's been known as the mayor.

"Where we live, it's all Republicans, and I ran as a Democrat," said Galvin. "I'm probably the only Democrat in the county elected to a higher office."

Galvin's successful mayoral bid marked his first involvement in local politics, but his history of holding office in the UTU began in 1979, when he was elected vice president of Local 1406. That local merged with another, and Galvin is now a member of Local 1074 in Freeport, Pa.

"I was local vice president and local vice chairperson in 1979," Galvin said. "In 1980, I became local chairperson for trainmen. Then in 1989, I was elected secretary of GO-769. In 1992, for a term and a half, I held the position of vice chairperson of the committee."

Galvin's bid for mayor began when he attended a borough council meeting and questioned a proposed road project. His probing resulted in considerable cost savings.

"People around me liked what they saw and urged me to get involved, so I finally relented," said Galvin, who spent \$600 out of his own pocket on the campaign after gaining the endorsement of the Democratic County Committee. His opposition spent nearly \$9,000, but lost in a 676-to-325 vote.

Galvin said the key to his win was taking his campaign to the people. "I figured campaign literature was just kindling," he said. "When you talk to people on their porches, it jumps out."

Galvin waived his mayoral salary of \$150 a month to help pursue his platform of erasing the local deficit and avoiding tax increases.

### Local 770, Heavener, Okla.

Field Supervisor John T. Locke is asking all UTU members to remember Kleb Kirby in their prayers. Kirby, the son of Locke's friend, BLE engineer Cody Kirby, recently was seriously injured in a hunting accident.

### Local 773, Galveston Texas

More than 100 members and their families gathered for the local's first barbecue since 1992, thanks to the support of Designated Legal Coun-

sel Helm, Pletcher Bowen & Saunders, as well as Steve Young and Andrew Carrola, said Local President Donald N. Neuweiler. Among special guests was General Chairperson Paul Tibbits.

### Local 807, Tucson, Ariz.

Santa Claus was slated to be among the 75 guests expected to attend the local's annual family Christmas party set for December 20, said Local Secretary Daniel V. Hicks. Members from all crafts and their families were invited to share the food, drinks and good times.

### Local 1405, St. Louis, Mo.

The annual Old-Timers' Night Banquet held November 27 was a resounding success and enjoyed by all, said Local Secretary Carl W. Smick, who expressed appreciation to Designated Legal Counsel Lance Callis, John T. Papa, Eric Jackstadt, Edward Szewczyk, Robert Rongey II and Kenneth Danzinger for their support. In attendance were Assistant President Paul C. Thompson, Vice President Kim N. Thompson, Missouri State Legislative Director W. Larry Foster, Illinois State Legislative Director Joe C. Szabo, Illinois Assistant State Legislative Director John H. Burner and UTUIA Representative Sam C. Hale.

### Local 1462, Boston, Mass.

Amtrak train and engine (T&E) employees may receive weekly bids and awards online by sending e-mail to Secretary and Treasurer Dave Bowe at <davebowe@aol.com>. Members are reminded to specify "engineer" or "conductor."

### Local 1594, Upper Darby, Pa.

Members are congratulating Local Chairperson and President Ron Koran and his son Andy, a high school senior and football player whose underdog team, the Neshaminy Redskins, overcame a 7-6 halftime deficit to beat Woodland Hills 27-7 for the Class AAAA football crown.

### Local 1620, Elkhart, Ind.

Members are reminded that meetings, held at 4 p.m. on the third Tuesday of the month, now convene at the American Legion Post in Osceola, Ind., said Local Secretary G.G. Lawrence.

### Local 1697, Lubbock, Tex.

Members proudly welcome the Alex Transportation van/taxi drivers into the local, said General Chairperson Roy G. Arnold. As a result of a recent vote, officers now include General Chairperson Milton Trotter, Vice Chairpersons Bill Smith, Robert Sartor, Derrel Turnbow, Ernie Dominguez, Joe Fulcher, Sally Montgomery and Patricia Beltz, and Secretary Patty Rhoades. Arnold said there are about 150 workers in the unit, which covers a three-state area, including Texas, Kansas and Oklahoma.

### Local 1760, Detroit Mich.

About 100 CSX employees and retirees were expected to attend the annual Christmas party, set for December 18, said Secretary and Treasurer Jerry D'Ortenzio. Thanks is extended to Designated Legal Counsel Harrington, Thompson, Acker & Harrington, as well as the UTUIA, the RedBlock Committee, and the Metro Detroit Safety Committee for making the event possible.

### Local 1778, N. Vancouver, B.C.

Brian Gleason was recently elected local chairperson, said Secretary and Treasurer David L. Moorhouse, who noted the winter issue of the local's newsletter, *The Meeting Point*, is now available on the website shared with Local 1923, Prince George, B.C., at <http://www.utubc.com>.

# State Watch

## News from UTU State Legislative Boards

### Minnesota

Public support for the Northstar commuter rail system remains strong, but there is a major hurdle to cross before it becomes reality, reports Legislative Director **John Smullen**.

The Northstar Corridor is an 82-mile transportation corridor which will run along highways 10 and 47 from downtown Minneapolis to the St. Cloud/Rice area, the fastest-growing corridor in the state.

Although Governor Jesse Ventura has made it clear that he is a strong supporter of Northstar, the state legislature has not yet provided the funding necessary to begin the project.

"Although a recent survey found that 80% of corridor residents support Northstar, you should consider yourself to be the most important supporter of this project. A phone call or hand-written letter to your representative and senator explaining why you feel Northstar is important will make a big difference," Smullen said. "If funding is not authorized this session (which begins January 29, 2002), the commuter rail option for Northstar will be finished and many new UTU jobs will be lost."

To learn more about the project and to find out about contacting your state representatives, Smullen said UTU members should visit [www.mn-GetOnBoard.com](http://www.mn-GetOnBoard.com).

### Indiana

State Legislative Director **James E. Carrico, Sr.**, would like to thank the UTU Designated Legal Counsel firms of Harrington, Acker, Thompson & Harrington and Hoey, Farina & Downes for their assistance with a question-and-answer "shootout" between UTU members and UTU International President Byron A. Boyd, Jr., held December 2 in Indianapolis.

"It takes a lot of time and planning to organize meetings such as this, and on behalf of the membership, I would like to thank President Boyd and our legal counsel for making this event possible," Carrico said. Carrico also congratulated Boyd and "most importantly, all of the UTU members," for their efforts on behalf of H.R. 10, the Railroad Retirement and Survivors' Improvement of Act of 2001.

Added Carrico: "I would like to state that as we



Al and Tipper Gore, center, meet with UTU members attending the annual Jefferson/Jackson Day dinner in Des Moines, Iowa, late last year. All of the UTU members in attendance were Gold Club contributors or higher to the UTU's Transportation Political Education League, said Legislative Director Pat Hendricks.

start new sessions of the legislative process in 2002, it is imperative that we do not become complacent. I encourage all UTU members to stay politically active and not forget the importance of TPEL in our goal for a better life."

### Iowa

Former Vice President Al Gore and approximately thirty UTU members were in attendance at the state Democratic Party's annual Jefferson/Jackson Day fundraiser held this past fall in Des Moines, according to Legislative Director **Pat Hendricks**, who also attended the function.

The fundraiser is held in Iowa and other states to raise money for Democratic Party candidates in upcoming elections at the state and national levels.

Hendricks said Gore's appearance was to express his appreciation to all those Iowans who supported him in the 2000 election, but speculated that he may be "getting his foot in the door" for a future political race.

### Idaho

State Legislative Director **Gregory Farris** submitted the following statement from U.S. Senator Mike Crapo (R) that was offered in support of the Railroad Retirement legislation approved by the U.S. House and Senate last month. Crapo addressed the statement to Sen. Tom Daschle, president of the U.S. Senate.

"Mr. President: I am pleased that we are proceeding on this legislation. It will modernize the

system by giving rail employers and employees more responsibility and accountability for a private pension plan. Moreover, the bill permits the reduction of payroll taxes and improves benefits for survivors. The overwhelming success of today's vote, which transcended party lines and ideological persuasions, shows what can be accomplished when all parties work together. This is a victory for the workers in the yard, all the railroads, and especially for the survivors of retirees. I am hopeful that we can build on today's momentum. This is a smart bill with bipartisan support. The consensus is that it makes sense to modernize the Railroad Retirement system in a way that increases benefits for railroad retirees and their survivors."

Farris said he is grateful for Crapo's support, noting that Crapo was the first Republican senator to sign a letter to the Senate Finance Committee encouraging quick action on the bill.

### Ohio

The Federal Railroad Administration has issued five recommendations for civil penalties against the Norfolk Southern Railroad (NS) after the agency determined that allegations of improper alcohol testing made by the UTU's Ohio Legislative Board were found to hold merit.

State Legislative Director **Bill Thompson** said he hopes the agency's findings will lead to the reinstatement of a UTU member who was dismissed from service as a result of the railroad's failure to comply with Federal regulations governing reasonable cause alcohol testing.

Among other breakdowns, the FRA found that the NS used negative federal test results as evidence to dismiss an employee and failed to use testing equipment that met FRA certification.

In a letter to Thompson, the agency stated that "NS officers have assured FRA that they will be more diligent in compliance with all Federal alcohol testing regulations including fully monitoring the processes of the railroad's contract collectors for full compliance with Federal regulations."

"The NS has been violating these rules all throughout their system," Thompson said. "Hopefully, this will lead to NS correcting their testing procedures."

## Bus Department

By **Bernie McNelis**

### My last regular UTU News column

This is my last regularly scheduled column for the *UTU News*, as I am retiring February 1, 2002.

I am very appreciative of having had the opportunity to write a monthly column for the Bus Department. It not only gave me the opportunity to write about issues affecting the Bus Department, but also the opportunity to write about labor issues in general so that we do not forget there are many labor issues we need to know about and to fight for.

During my term in office, I have met many members, officers and committee representatives who are dedicated to unionism and to the UTU in both the public and private sector and it is a great feeling to know there are so many members dedicated to helping their sisters and brothers.

As I have stated before, we were fraternal organizations before unions, dedicated to helping each sister and brother in times of need. I urge each officer, representative and member to continue the tradition of helping each other because it is the right thing to do and what unionism/fraternalism is all about.

I want to thank all of you whom I have worked with and come to know over the years for your cooperation and hospitality when I visited your properties. I wish all members and families good health, happiness and success. I wish the best to the International staff and employees who our members rely on and who assisted me so that I could provide the best advice and service to our members. A very special thanks goes to my administrative assistant, Cara, who is truly a great assistant.

To my wife and family who supported me all of the years I have been involved in the union, I thank them and look forward to spending more time with all of them.



## Yardmasters

By **Don Carver**

### Our successes come from unity

Railroad Retirement legislation permits many of our career members to reap the rewards of decades of service to the industry and the organization.

The struggle has been long but, more importantly, successful. We have witnessed the progress that is achievable through "unity."

President Boyd and officers of the United Transportation Union have shown themselves to be worthy of the confidence placed in them and support given them by the membership.

The importance and value of TPEL was highlighted in passage of the Railroad Retirement legislation. Words cannot express the value of the dedication of active and retired members in keeping the lines of communication open to their senators and congressmen.

The unity and singleness of mind achieved the intended purpose. This success should challenge us to be more unified in meeting and achieving future goals.

The year 2002 promises to be challenging for the Yardmaster Department with the outstanding, open contract on numerous carriers.

Unity of committee and membership will result in enhanced wage and benefit packages.

Yardmasters planning to retire should contact the Yardmaster Department for post-retirement life and healthcare benefit entitlements.



# Ending the Year on a High Note

We ended 2001 with a resounding success story. Congress passed Railroad Retirement reform, providing a well-deserved holiday gift to thousands of widows and widowers, older rail employees and even recent hires likely to emerge from layoff status to replace those taking early retirement.

And, as we move toward gaining an acceptable wage, rules and health benefits package with the railroads and protecting our members from adverse effects of new technology, the UTU will again demonstrate its ability to deliver.

Patience is another important attribute. The New York Yankees acquired Oakland first baseman Jason Giambi for his incredible ability to reach base safely, which is rooted in his patience at the plate – not swinging until he sees a pitch to his liking.

It's nice to get a good first pitch and make the first deal. We've done that. But, if the first pitch is not the

pitch that one is looking for, then the disciplined hitter leaves it alone.

It is approaching three years since more than a dozen rail unions began wage, rules and benefits negotiations with the carriers.

Only one of those unions has an agreement today and its own leadership characterized that deal as "concessionary." Of course you want a new agreement now. The reality is we cannot always reach base safely swinging at the first, second or even third pitch.

We also must be careful not to overplay our hand. In December, after machinists at United Airlines voted to strike over the inability to gain an increase in wages, the White House said it would prevent any work stoppage by appointing a Presidential Emergency Board and then ask Congress to impose those recommendations on both parties. We've



Byron A. Boyd, Jr.

been down that path before with both Republican and Democratic White Houses and it is not in our best interests to have outside parties determining our wages, work rules and health benefits.

So, I am happy to report we are returning to the bargaining table in January where the issue of remote control also will be on the table. We delayed restarting those negotiations until we knew how the unification vote would go with the other organization.

We return to the bargaining table resolute that we shall achieve parity for all post-1985 employees.

As for remote control, we restart the negotiations with a carriers' letter of intent assigning the work of remote control operations to employees represented by the UTU.

As with wages, work rules and health benefits, it is better to make

our changes voluntarily than by allowing outside forces to control our destiny. At the bargaining table we can best make changes needed to protect our members and assure your share in increased productivity of new technology.

Our ability to negotiate implementation of new technology together with a wage, rules and benefits package improves our leverage.

Finally, I had hoped 2001 would end with a unified organization representing all operating crafts on major railroads in the U.S. and Canada and that we would again be affiliated with the AFL-CIO. For now, I accept the fact that that's not in the cards.

My responsibility as president is to always put the interests of our membership first. Sometimes that takes patience. Sometimes we must position. Sometimes we must attack. We are prepared to all. Our every move is intended to protect your interests.

## Learning from 2001; Looking Ahead to 2002

What a year. It took most of 2001, but we finally won the battle to improve the Railroad Retirement System. We also signed an innovative agreement with CSX to preserve UTU jobs, and with BNSF to improve workplace safety. We also increased membership in the Bus Department with a variety of organizing victories.

Another UTU victory was leading the way for rail-labor unions to sign an agreement with major carriers providing better protection for workers affected by merger. Now, when major railroads merge, unions will select which contract of the merged railroads will apply to the unified system.

Our objectives for 2002 are equally important. For rail members, the UTU will be seeking an acceptable wage, rules and health ben-

efits package along with protection from advances in technology. We also will be pursuing winner-take-all representation elections on each of the Class I railroads.

Keeping Amtrak intact as a national rail passenger system is another crucial objective as is ensuring the federal government accept its responsibility to provide security for airline, bus, commuter, rail and transit operations.

Rail issues appear to dominate the current landscape. Our airline and bus division employees are never forgotten and working to protect their interests must and will remain an essential task of the UTU in its role as the voice of transportation labor.

### WASHINGTON WATCH

By James Brunkenhoefer

## You and TPEL are the Keys to Our Future

Once again we have proved to elected officials that there is strength in unity. We have proved again that, before an elected official chooses sides in a struggle, he or she should study history. The lessons learned from the Railroad Retirement reform battle are lessons that have been taught previously: when rail labor speaks and rail management joins the effort, we are an unstoppable force.

As a result of our Railroad Retirement reform victory in Congress, railroad management now treats us with new respect. We proved again that most of UTU's friends stay with us through thick and thin even when some of the railroads' supposed friends abandon ship. Of course, we needed congressional friends from both the labor and railroad camps to earn our Railroad Retirement reform victory. But it became clear that labor's friends stay our friends and that it was labor's friends who got the job done.

The railroads, with their deep pockets, hired more than 100 consultants to aid their lobbying effort. They included former senators and House members who are well known on Capitol Hill. The railroads also hired former congressional staff members and even relatives of some current members. Yet the railroads couldn't convince most of their so-called friends in Congress to vote in favor of Railroad Retirement reform every time a vote was cast.

We didn't need an army of paid consultants. Our method is based on making friends, building relationships and delivering votes to our friends on Election Day. Our method has four words: Transportation Political Education League (TPEL). TPEL was our air force, our ninth-inning home run, our 80-yard touchdown run and our checkered flag. TPEL is something you should join. And, if you already are a member, I hope you will increase your contribu-

tion. TPEL is our future. Our TPEL contributions help our friends to be elected and re-elected. If we want to continue making permanent friends, we must continue to fund TPEL.

With a stronger TPEL, we can improve Railroad Retirement benefits even more. We did not receive all we wanted in this bill. The increased benefits will only go to 50,000 of the more than 100,000 widows. The bill still does not improve benefits to those on disability. And, we would like the retirement age to be even lower, given the stress of jobs requiring extensive time away from family and uncertain hours.

With passage of the Railroad Retirement and Survivors' Improvement Act of 2001, we can now focus on further improvements to Railroad Retirement. But that will require boosting TPEL contributions through increased membership and increased contributions. We also must work to improve the management and image of Amtrak. That is important to every railroad employee, whether on large freight carriers, short lines or commuter railroads. Elimination or major cuts in Amtrak employment would have an extremely negative effect on Railroad Retirement and threaten the plan's ability to pay higher benefits in the future.

What you have accomplished on Railroad Retirement reform is but a starting point. You proved that the UTU is not some building in Cleveland, but is YOU. Your telephone calls, letters, e-mails, votes on Election Day and TPEL contributions gained this victory. You overcame significant opposition again and again and again.

Congratulations on a job well done. Now, let's keep our sleeves rolled up and continue our efforts to improve our quality of life. Let us begin to fight not only for more Railroad Retirement benefits, but other objectives to improve the quality of life of our railroad, bus, airline and commuter members. Let us continue to prove that in unity there is strength and that the UTU is the most effective labor union in America.

# The Next Challenge: Safe, Reliable Rail Service

by Dick Durbin  
U.S. Senator from the State of Illinois

America learned all too quickly on September 11 the importance of passenger rail service travel in the nation's transportation system.

Despite many years of inadequate funding and a lack of capital investment from the federal government, Amtrak answered the nation's call when terrorist attacks paralyzed the aviation industry. Ridership grew by nearly 40% in the first week alone for long-distance trips. Even today, nearly three months after the attacks, Amtrak ridership is up 15% system-wide.



Durbin

With 265 trains operating daily, Amtrak delivered people, stranded across the country, home to their loved ones. America's dependence on air travel could have led to a national standstill, but Amtrak's C.E.O. George Warrington and his team of rail professionals answered the call to duty by expanding service and handling the increased pressure effectively.

Despite Amtrak's ability to adjust to the post-September 11 service demands, the fact remains that Amtrak is not prepared to provide the security and safety necessary to operate under the looming threat of further terrorist attacks.

Congress is considering legislation to help Amtrak meet the high financial costs of providing security to passengers while addressing growing ridership. The bill will provide about \$4.5 billion over two years for police hiring and training, surveillance equipment, canine-assisted security units, bridge and track upgrades and station improvements. Funding also would support additional passenger cars to accommodate the increased service demand. I strongly support this legislation and am pleased to be an original cosponsor.

President Bush recently signed legislation to bolster aviation security. But, September 11 also taught us that we cannot ignore rail travel, and we cannot ignore rail security.

This bill does more than address inadequate security. It looks toward the future by taking the first step toward high-speed rail access – the key to Amtrak's long-term viability.

The federal government spends \$33 billion each year on highways and \$12 billion on air travel. Yet, train travel receives only \$500 million annually. Before September 11, Amtrak was \$3 billion in debt and facing a 2003 deadline to achieve financial independence. Congress has sent conflicting messages to Amtrak: we want it to operate like a business but we demand service to our states and local communities. Congress needs to determine Amtrak's role.

Even before this terrible tragedy, I felt it was wrong to turn our back on Amtrak. Now I feel compelled to work to maintain a national railroad system.

A national rail infrastructure that would provide a transportation alternative to ease highway and airport congestion and decrease our dependence on aviation is an excellent long-term investment. I am also an original co-sponsor of legislation to devote \$12 billion over ten years to Amtrak upgrades, including high-speed rail service along the Chicago-to-St. Louis corridor.

High-speed rail service is a long-term vision that will help America achieve the goal of reliable, fast train travel that Europe has enjoyed for decades.

Amtrak's impact on Illinois cannot be overlooked. In 2000, Chicago's Union Station was the fourth-busiest in the nation, with 2.24 million boardings. Only New York City, Philadelphia and Washington, D.C., had more traffic. An average of 48 Amtrak trains run each day from 30 Illinois communities on more than 1,000 miles of track. Not only does Illinois reap Amtrak's travel benefits, but Amtrak employs more than 2,000 Illinois residents and spends about \$45 million on local goods and services annually.

Amtrak has provided consistent service since its first trip departed New York's Penn Station in 1971. In the face of inadequate funding and government threats to pull their support, Amtrak served our nation in its time of need. We must honor Amtrak's past service by preparing for its future and providing the tools it needs to withstand the challenge of today.

## VP Bernie McNelis announces retirement

CLEVELAND, Ohio – Bernie McNelis, UTU vice president and director of the union's Bus Department, has announced his retirement, effective February 1, 2002.



McNelis

Alternate Vice President-Bus-West Percy Palmer, a member of Local 1785 at Santa Monica, Cal., and chairperson of the Santa Monica Municipal Bus Lines' general committee, will move up to fill McNelis' vice president position.

McNelis began driving a bus in 1969 for Red Arrow Lines in Upper Darby, Pa., which later became part of the Southeastern Pennsylvania Transportation Authority (SEPTA). He joined UTU Local 1594 at Upper Darby in 1969 and still maintains his membership there. In 1975, he was elected treasurer of the local. In 1979, he was elected vice chairperson, and in 1986 became general chairperson. In 1993, McNelis was elected by the UTU Board of Directors to fill the post of alternate vice president-

bus-east after Trudy Weber was elevated to fill the unexpired term of Kenneth Moore. In 1995, convention delegates elected him full vice president and director of the Bus Department; he was re-elected to the post in 1999.

McNelis said he has tried to increase the department's organizing efforts over the past few years, improve the educational programs offered Bus Department members at the regional meetings, and dedicate more time becoming involved with the affairs of the locals represented by the department.

"I want to thank all UTU members for their cooperation, support and hospitality," McNelis said.

"I am extremely proud to be a member of this organization and to have been able to serve the Bus Department membership at both the local and international levels."

"I wish Percy Palmer much success and I am sure he will receive the same support that I have received," McNelis said.

## Shortline members approve new contracts

CLEVELAND, Ohio – UTU-represented workers on a number of smaller railroads have recently ratified new contracts with their employers, while negotiations are continuing on other smaller lines.

On the Rochester & Southern, which operates more than 100 miles of line in the Buffalo, N.Y., area, the 25 members of Local 982 at Rochester, N.Y., recently ratified a new deal with the carrier. The UTU represents all operating employees on the carrier.

The deal calls for a 3% lump-sum payment on wages earned the first six months of 2001; two 3.6% general wage increases effective August 2001 and January 2002, and other improvements.

Interestingly, this was a one-year contract for 2001; it is re-negotiable in January 2002.

Vice President Peter Patsouras, who assisted the general committee in negotiations, praised former Local Chairperson Nick Lanni and Acting Local Chairperson Ron Errington for their efforts in reaching a fair and equitable resolution to the Section 6 notices.

Members on the Maryland and Pennsylvania Division of the York Railway also recently ratified a new contract with their employer. The pact includes a

4% general wage increase effective Jan. 1, 2002; a \$500 lump-sum payment, and a payment of \$4,000 to eligible employees for modification of crew consist agreements.

The York Railway is a short switching line in the York, Pa., area. UTU represents all train and engine service workers on the line, who are members of Local 1722 at York, Pa.

Members working for the 140-mile Alabama & Gulf Coast Railroad (A&GC), based in Monroeville, Ala., are waiting for a response from carrier officials on a tentative settlement. The A&GC is owned by StatesRail, and StatesRail is being taken over by RailAmerica, so RailAmerica officials must sign off on the deal, according to Patsouras. The UTU-represented train and engine service employees on the A&GC have not yet voted on the proposed deal, he said.

Members working on the Central Railroad Company of Indiana, an 85-mile switching operation in the Cincinnati, Ohio, area, are waiting for the carrier's response to their latest offer, Patsouras said. They have been working since July without a current contract. This carrier also is owned by RailAmerica. "Negotiations are continuing," Patsouras said.

# Secretaries, treasurers hold key positions in UTU

CLEVELAND, Ohio – The office has been described by those who haven't held it as the most thankless in the hierarchy of the United Transportation Union (UTU). But those who bear the title disagree.

They are secretary/treasurers, and though few holding the post would put it in these words, they are professional team players who serve, in many ways, as the backbone of the union.

The dues money they collect keeps the union running as a viable international organization. The records they maintain reassure fellow members that their faith in the union, and their contributions to its well-being, effectiveness and viability, is not misplaced.

For most members at the local level, the secretary/treasurer is the first stop in their relationship with the UTU International, the interface between the rank-and-file and the organization that represents them.

They hold a job on top of their regular, full-time occupation that requires long hours, attention to detail, and an ability to work with people on an ongoing basis. A mistake on their part can bring down their local, and lead to criminal charges that can send them to prison.



Duley

**Rich Duley**, secretary/treasurer for nearly 10 years with Local 226 in Moberly, Mo., holds the position where two local committees are served, one for Norfolk Southern and the other for Gateway Western, which is now part of

Kansas City Southern.

A regular participant at the Regional Meeting workshops that assist those in his position, Brother Duley has enjoyed many opportunities to meet with other secretaries and treasurers. His description of those holding the posts goes a long way to shedding light on who they are, and why they serve the union so well.

"They're a modest, humble bunch who don't pat themselves on the back," Duley said. "There's not a lot of ego in the position. Most are concerned about doing the best job they can, trying to deliver the maximum service they can. As a group, they're a dedicated, great bunch of people."

## The UTU Constitution

Under the mandates of the UTU Constitution, the position of secretary/treasurer is, in fact, properly referred to as "Secretary and Treasurer." According to Article 56, "elective officers of a local shall consist of a President, Vice President, Secretary and Treasurer, and a Board of Trustees consisting of three (3) members. By action of a local, the office of Secretary and Treasurer may be separated and elections held to fill each office...."

In 16 lines of text, Article 63 describes the duties of the local secretary. Included is text that states: "The Secretary shall perform the duties of the Treasurer in locals that do not provide for the separation of the offices of Secretary and Treasurer and shall...file all reports required by Federal, State, Provincial, or local laws."

Another 43 lines contained in Article 64 outline the duties of the local treasurer.

In a nutshell, the secretary keeps a record of all proceedings, including the monthly meeting, receives all communications and conducts the local's correspondence.

Treasurers handle monthly dues payroll deductions with employers and deductions for insurance policies. They also deposit all receipts in the local's account, prepare monthly billing reports submitted to the UTU International, pay all local officers according to their local bylaws, pay applicable federal, state, provincial and local taxes, field questions from members concerning payroll deductions, and file quarterly and

annual reports with various entities.

## Job description

The reality is that many secretaries and treasurers perform services that go beyond the Constitution's stipulations, and many find the combined secretary/treasurer post to be a practical approach to taking care of business.

For eight years, **Dan Hicks** has been the secretary for Local 807 in Tucson, Ariz., which represents workers on the former Southern Pacific-Western Division, now a part of Union Pacific. He works closely with Treasurer **Michael P. Bording**, and believes that the main job for the two of them "is to take care of the membership. That's where it all lies."

Hicks believes that a big part of their job actually lies in education. "People belong to a local for 30 years or more, but often they have no understanding of how it works and what goes on inside it," Hicks said.

The local has had limited success in attracting younger members to its seminars and meetings, Hicks said. "A lot of the younger members don't have a mentor," he said. "They think the older heads are out to get them. They don't understand the union movement at all. They're certainly not picking it up in school. So it's up to us to teach it to them."

For Brother Duley, creativity and innovation have taken him beyond the strict outlines of the Constitution.

"It's more than taking minutes, collecting money and running the day-to-day business of the local," Duley said. "I'm always focusing on presenting additional services to our guys and giving them reasons to attend meetings. We had a flush clinic, we bring in lawyers – whatever it takes to create interest."

"I started an 'e-mail union hall' in my local and use it to disburse information to the membership," Duley said. "It helps with people always out on the road."

Duley said he's glad to share his ideas on how e-mail can unite and educate the membership, and invites other secretaries and treasurers to send a message to him at [duley@missvalley.com](mailto:duley@missvalley.com).

**Jerry D'Ortenzio**, secretary/treasurer for 12 years of Local 1760 in Detroit, Mich., which represents CSX employees, finds the combined position convenient. "I think it's easier to have the two posts combined," he said. "Everything's easier that way because all the information is in one place."



D'Ortenzio

Long Island Rail Road conductor **Anthony Simon** of Local 645 in Babylon, N.Y., newly elected to the combined position, previously served as secretary for about a year and worked closely with the prior treasurer, who retired from the position. He agreed with D'Ortenzio's assessment. "Everything's right here in front of me," Simon said. "It makes it more efficient."

Likewise, **Jim Hoag**, secretary/treasurer for about eight years for Norfolk Southern workers belonging to Local 1202 in Fort Wayne, Ind., agreed with Simon and D'Ortenzio. "I think it's a good idea to combine the two positions," Hoag said. "The fewer people, the fewer things to mess up."

## Evolution and WinStabs

In the same way that practical considerations often drive the posts of secretary and treasurer into a single position, such considerations are changing the tools used to get the job done.

**Scoter Pischel**, a switchman/brakeman with Burlington Northern Santa Fe for 25 years and

secretary/treasurer for two years for Local 426 in Spokane, Wash., is trying an automated approach for the first time this year, using the WinStabs software tool provided by the UTU International.

"I'm actually using it in addition to the hand ledgers I maintain," Pischel said. "With the quarterly reports, though, it's absolutely made it easier. I push a button, and the reports come out automatically. It's worked like a charm."



Pischel

Brother Hoag reports a lot of advantages to using WinStabs. "I did it by hand for several years, and that's where you can get into some errors," he said.

"I think WinStabs is great. It eliminates errors you can get when transcribing numbers, and it does all the arithmetic."

Hoag said the computer especially helps him stay out of trouble with the government. "A mistake can land you in hot water," he said. "In the past, I've had several nasty letters from the Internal Revenue Service."

## Help from the International

Most secretaries and treasurers find the help they get from the UTU International invaluable.

"I think the auditors and the people I deal with on the WinStabs program are doing a good job," Hoag said. "They're making my job easier and making my recordkeeping more accurate, so there's less chance of making mistakes. Less mistakes means less time in the office fixing them."

"I would recommend attending the Regional Meetings," said D'Ortenzio. "Even though I've done this for 12 years, I learn better ways to do this job every time I attend. And the people at the International – they're out of this world! That department goes out of their way to help you."

"I have a lot of records on my computer, but I'm not using WinStabs yet," said Simon, who intends to take a close look at it in the near future. "But I still call the International with questions. They're excellent. It's comforting to me that they'll walk you through something step-by-step if you need it."

## The bottom line

All of those contacted for this story agree that younger members should get more involved with their union, but none could recommend the posts to someone new to the industry with young children at home. "My kids are older and I have the time to give to this job," said Pischel. "It would be hard to do this job if they were younger because it's time consuming, and my number-one responsibility is to my family."

Nor did any of those contacted see the job as glamorous or a stepping stone to higher office. "You don't just run for the position one time for a single term," said Simon. "You have to take a lot of pride in it and do it long term."

Nor does the job promise much in the way of monetary compensation. In fact, it's up to the local to decide whether there's any pay at all.

"You can't take this job for the pay," said Simon. "Once you realize the amount of responsibility involved and the time that's required, you realize it's underpaid, regardless of the money."

Those contacted pointed to personal satisfaction, and a desire to give back to the union, as their primary reasons for holding the position.

"You have to get some self-satisfaction from helping fellow members," said Duley. "I'd like to think that I made a little contribution, that I gave back a little that I got, and that I left the local and my union better than I found it."

None agreed he held a "thankless" job, but Duley described it as "kind of an endless job. You get one report done, and you've got another right behind it," he said. "But if it's to get done, it has to be handled by a secretary/treasurer."

## UTU supports legislation to protect bus drivers

WASHINGTON, D.C. – The UTU is calling on Congress to act swiftly to approve legislation to protect bus drivers and their passengers.

The union is supporting the passage of H.R. 3429, the Over-The-Road Bus Security and Safety Act of 2001, and its Senate companion, S. 1739, introduced in late November.

The House bill would provide \$200 million in grants in fiscal year 2002 to private transportation companies to enhance safety and security. The grants would be used to develop security plans, train employees, establish baggage screening procedures and hire additional security personnel. The Senate bill has similar provisions.

In the wake of the September 11 tragedy, UTU Vice President and Director of the Bus Department Bernie McNelis informed the U.S. Department of Transportation (DOT) of safety and security shortcomings in the bus industry requiring immediate legislative or regulatory attention.

In a letter to U.S. Secretary of Transportation Norman Y. Mineta, McNelis detailed issues of immediate concern to urban, charter, over-the-road and school bus operators and passengers, noting that any expense involved in correcting the matters would "be worthwhile if we would prevent potential disaster from happening, thereby protecting and saving lives."

Among the items McNelis included on his list:

Proof of identity when purchasing tickets; luggage screening; the authority by bus operators to search luggage at remote locations and ask for identification; random security checks; increased terminal security; reliable alarm systems on buses, and increased operator protections.

"On Amtrak, engineers are separated from passengers," McNelis wrote. "Bus drivers basically have little or no protection from passengers." In some instances, he wrote, buses "do not even have a protective shield between the driver and the passenger seat immediately behind the driver...A partial, if not full, driver's compartment...would prevent passengers from attacking a driver," as recently happened on a Greyhound Bus in Tennessee. In addition, such protection would serve as a safeguard against the theft of tickets, McNelis wrote.

"As a result of the September 11th terrorist attacks, we all have become more aware of safety issues, particularly in the transportation industry," McNelis wrote to Mineta. "Now more than ever, our members who operate buses feel they need better security."

A strategy session on ways to support this legislation was held recently in Washington, D.C. Attending for the UTU was Rich Deiser, local chairperson of Local 1558 at Bergenfield, N.J., and general chairperson of Rockland Coaches.

The Transportation Trades Department (TTD) of the AFL-CIO also has endorsed the legislation. "This legislation is crucial to ensuring the safety of the 774 million passengers who travel on intercity buses each year," TTD President Sonny Hall said. "For the men and women at Greyhound and other bus companies, this is their workplace. Like all workers, they have a right to a workplace free of fear and violence."



## Billboards, strike vote prod CN to reach deal

OTTAWA, Ont. – Following a strike vote by UTU members on the Canadian National Railway (CN), the filing by the union of unfair labour practices and bad-faith bargaining charges, and the erection of six billboards nationwide, the UTU has finally won a tentative labor agreement with the carrier.

Ratification ballots will be circulated shortly, with ratification anticipated this month, Vice President W. G. Scarrow said.

The new agreement calls for increases in rates of pay, the payment of retroactive pay and numerous other improvements.

Meanwhile, the Brotherhood of Locomotive Engineers (BLE) in Canada has requested that the UTU join with them to dissolve the Canadian Council of Railway Operating Unions (CCROU) as it exists in relation to Canadian National Railway.

The UTU and BLE will now bargain separately with the carrier.

Earlier last month, frustrated by the carrier, the UTU erected six billboards at strategic points across the nation in an attempt to, in the words of Canadian Legislative Director Tim Secord, "let the shippers and others know that things are not as rosy at CN as the carrier would lead them to believe."

"We did this because of CN's intransigence on the contract, and the way they are treating their unions," Secord said, "specifically with respect to safety. The law requires joint safety committees on the carrier and the CN has come in and decided to remove our representatives from these committees, which is against the law. It is all about money."

## UTUIA seeks 2002 Volunteer of the Year

The United Transportation Union Insurance Association is looking for a special person to honor as its 2002 Volunteer of the Year.

Do you regularly volunteer at a hospital or nursing home? Do you lead a Boy Scout or Girl Scout troop or work with the handicapped? Are you

involved in some other activity that benefits those in your community?

If so, we would like to know about it.

A panel of judges at the UTU International will review all submissions and select the 2002 Volunteer of the Year.

The individual selected as UTUIA Volunteer of the Year will receive a \$1,000 U.S. Savings Bond and a plaque of appreciation from UTUIA.

Additionally, he or she will be honored at the 2002 UTU/UTUIA Regional Meeting nearest his or her home (all expenses paid by UTUIA).

Also, 20 runners-up will be selected to receive certificates of appreciation for their volunteer efforts.

**Deadline for submission of nominations is February 28, 2002.**

The outstanding individual will be notified by registered mail, and certificates of appreciation will be forwarded to runners-up as soon as possible.

Decision of UTUIA judges is final. Previous nominees may be nominated again, however, former Volunteers of the Year are ineligible to receive awards.

The Volunteer of the Year program is designed to accomplish many things, not the least of which is the opportunity for UTUIA to let its fraternal light shine. It also provides an opportunity for UTUIA to recognize its volunteers for their outstanding contributions to others.

The nomination form should be mailed to: **UTUIA Volunteer of the Year, Attn.: Sandra Kranick, UTU/UTUIA Fraternal Coordinator, 14600 Detroit Ave., Cleveland, OH 44107-4250.** Don't forget to include a separate sheet of paper describing your volunteer activities.

### UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION 2002 Volunteer of the Year Nomination Form

Name _____		Local _____
Address _____		
City _____	State _____	ZIP _____
Telephone Number _____	Dates of Volunteer Activity _____	
<input type="checkbox"/> Weekly <input type="checkbox"/> Monthly		\$ _____
Total Volunteer Time (hours, minutes)		Value of Contribution (if applicable)

Please attach separate sheet of paper describing volunteer activity.  
The more documentation you can provide, the better.

01/02

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION, 14600 DETROIT AVE., CLEVELAND, OH 44107-4250



# Senior News



Retired member Richard S. Harrell of Local 693, Brewster, Ohio, has won innumerable trophies and awards showing classic cars, including this 1957 Chevrolet Bel Air with a 265-cubic inch engine, the smallest V-8 Chevrolet ever made.

## Retiree's classics garner top awards

Retiree **Richard S. Harrell** has made a habit of collecting things, and some of the things he collects end up collecting things of their own.

Harrell, of Local 693 in Brewster, Ohio, counts among his collections every issue of the *UTU News* ever published, as well as pieces of railroading, such as train orders and lodging books.

But the possessions which collect the most admiring looks, awards and trophies are his classic cars, which today include a 1957 Chevrolet Bel Air sedan and a 1967 Chevrolet Camaro.

"The vehicles I display at car shows win awards and draw a crowd, and I've taken advantage of that since 1991 to distribute materials promoting Operation Lifesaver," Harrell said.

Brother Harrell has also collected quite a bit of experience in railroading, beginning in July 1956, when he was hired to fire steam locomotives on the Wheeling & Lake Erie District on the old Nickel Plate Railroad. "I was a member of Lodge 10 of the Brotherhood of Locomotive Firemen & Enginemen," he said.

Harrell retired from the Akron & Barberton Belt Railroad, but also worked on the Erie Lackawanna, the Delaware, Lackawanna & Western, the Chicago, Burlington & Quincy, the Santa Fe, the Norfolk Western and the Western Pacific.

"I was what you call a 'boomer,'" Harrell said. "When I'd get furloughed, I would find work on another railroad."

## Social Security reform panel recommends waiting until 2003

WASHINGTON, D.C. – A White House Social Security reform commission last month unanimously recommended that Congress wait until at least 2003 before addressing the system's long-term problems.

A bipartisan, 16-member commission was created to formulate a blueprint for converting a portion of Social Security into private investment accounts and was charged with including a plan to plug an estimated \$5-trillion shortfall.

A recession, an ailing stock market and the war on terrorism have worked to temper enthusiasm for tackling the matter, and Bush asked the two co-chairmen of the panel for the delay.

"Some things take time," said former Sen. Daniel Patrick Moynihan, the Democrat from New York who headed the panel with Richard Parsons, the co-chief operating officer of AOL Time Warner Inc., and a Republican.

Parsons said Bush was still committed to rescuing Social Security, and that without interven-

tion, the system would begin to have cash-flow problems in 2016 and be insolvent in 2038 because of outlays to pay for the retirement of the Baby Boom generation.

The panel's 165-page report failed to identify a specific plan for developing private accounts or a new financing mechanism. Instead, it offered three conceptual plans for including investment accounts, which appeared similar to other ideas circulated on Capitol Hill for several years. All three models would leave Social Security up to \$3.4 trillion short of paying for promised benefits.

Under the first of the three plans, a worker could direct 2% of payroll taxes to a voluntary personal account.

The second plan allows workers to direct 4% of payroll taxes to an account up to \$1,000. And a third plan calls for workers to contribute an additional 1% of wages, which would be supplemented by a 2.5% government match up to \$1,000.

## Panama Canal cruise price slashed

A limited number of cabins at reduced prices are available to active and retired UTU members wishing to participate in the UTU Traveler's Club's upcoming Roundtrip Panama Canal Cruise aboard the Sun Princess.

This unique fraternal travel opportunity, set for March 6 through March 16, 2002, provides a twist on the traditional 10-day cruise of the canal, offering the convenience of sailing from, and returning to, Ft. Lauderdale, Fla.

With cabin prices now starting at just \$1,322 per person (based on double occupancy), this Love Boat adventure gives everyone an opportunity to experience Grand Class cruising, where big-ship choice combines with small-ship intimacy to create an experience unlike any other.

Pampered guests aboard this cruise will embark from Ft. Lauderdale and set sail for arrival on March 8 in Cozumel, Mexico. From there, travelers will head to Grand Cayman. After a day at sea on March 10, participants will dock at Limón, Costa Rica. On March 12, the real adventure begins when the ship enters the Panama Canal at the Gatun Locks. Returning through the same locks, the ship cruises to Cartagena, Columbia.

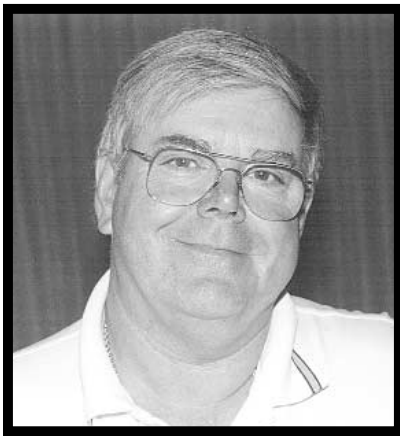
For a brochure and reservation form, write to: UTU Travelers Club, 14600 Detroit Ave., Cleveland, OH 44107-4250. To learn about the various upgrade options and airfares, call Lakewood Travel Bureau toll free at (800) 726-9294. From Canada, call (216) 221-9294.

## THE FINAL CALL

Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Retiree Program members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
1	Ezbicki, Frank J.	Erie, PA	770	Camp, Jerry V.	Poteau, OK	1397	Southall, Floyd E.	Belle Center, OH
94	Driskel, Franklin E.	Cherryvale, KS	792	Resetic, Stanley J.	Andover, OH	1403	Giunta, Pat J.	Raytown, MO
145	Emerson, Richard A.	Columbus, OH	872	Masilko, Michael D.	Omaha, NE	1409	Barckley, Arvid L.	Plano, TX
200	Hill, G.L.	N. Platte, NE	886	Bizeau, Richard M.	Escanaba, MI	1447	Allen, Howard B.	Easley, SC
202	Gibbs, George R.	Littleton, CO	898	Smith, Herbert T.	St. Augustine, FL	1447	Clancy, Martin A.	Belmar, NJ
233	Greschke, Francis J.	Huron, SD	903	Powell, Sinclair W.	Tallahassee, FL	1470	Bittner, Frank T.	Mechanicsburg, PA
259	Shockey, Wilbur E.	Trenton, MO	911	Duntley, Cleo K.	Richfield, MN	1473	Patterson, R.B.	Sun City Center, FL
292	Commisso, Joseph	Syracuse, NY	915	Handley, Carl D.	Hurricane, WV	1518	Brown, Walter C.	McMinnville, TN
385	Ciaston, William V.	Yonkers, NY	924	White, Francis M.	Mechanicsville, VA	1524	Haegelin, Emil C.	Houston, TX
329	McDowell, Earl E.	Perry, IA	998	Thames, James K.	Waycross, GA	1607	Beezley, Elbert N.	La Palma, CA
432	Craddock, Orville	Cherokee Vlg., AR	1006	Schiffbauer, Albert L.	Morgantown, WV	1614	Gurtner, Robert E.	Minneapolis, MN
439	Campbell, Clarence R.	Tyler, TX	1011	Tart, Frederick E.	Dunn, NC	1672	Wasko, John	Oxford, CT
528	Larsen, A.P.	Citrus Hts., CA	1117	Wilson, Jack	Red Bluff, CA	1687	Miller, William H.	Raton, NM
569	Benson, John	DeSoto, TX	1172	Dooley, Harold C.	Greensboro, NC	1748	Alfano, Sam C.	Rocky River, OH
586	Hoff, Offutt R.	Lorain, OH	1221	Norskov, J.J.	Bradenton, FL	1881	McCarty, Warren B.	Deltona, FL
602	Sliker, Gerald J.	Wilkes-Barre, PA	1252	Allen, Len N.	Fresno, CA	1883	Cook, Roy M.	Chicago, IL
610	Ambrose, Levan W.	Pasadena, MD	1299	Mitchell, Jack W.	Harlingen, TX	1915	Noyer, William B.	Clovis, CA
645	Meehan, William V.	Ridge, NY	1358	Bates, Clarence N.	Oakwood, IL			
693	Canary, Earnest H.	Canton, OH	1365	Colwell, Charles W.	Meadville, PA			
693	Traynor, Charles F.	Navarre, OH	1375	Maccari, Richardo	Philadelphia, PA			

# Voices: What should Amtrak's future be?



**Rich Arnold**  
L-32, Glendale, Cal.

"I work for Union Pacific as an engineer. I've been in railroad-ing 24 years, and I think having a national passenger rail system is part of a tradition we shouldn't break. Without that system, we would be breaking part of the backbone of the country. With everything that the government pays for, why shouldn't it pay to preserve a tradition? If we did away with Amtrak, it might shorten the life of the Railroad Retirement System because employees paying into the system would be furloughed. One thing that has been keeping Amtrak from being more successful is that we are in the age of 'fast.' People need to get from Point A to Point B quickly."



**Dan Hicks**  
L-807, Tucson, Ariz.

"I've been a railroader for 30 years and work as a conductor for Union Pacific. I know the railroad companies don't like Amtrak and would like to get rid of it so they can run their freight without any interference, but I think Amtrak's a national treasure and we should keep it running. I understand Europe has a very good system of passenger rail subsidized by their governments, so why can't we do the same here? I'm also worried that if the Amtrak workers become unemployed, they won't be paying into our retirement system. I think all of Amtrak should be preserved, and it should work on its on-time performance."



**David M. Bowe**  
L-1462, Boston, Mass.

"I've been a conductor on Amtrak's New England Division for 11 years. Before that, I was at IBM. I think Amtrak should be preserved, with expanded long-distance service. There should be dedicated funding for Amtrak, as there is for highways and air travel. There should be a closer relationship between Amtrak and Greyhound, integrating their schedules to complement each other. At IBM, we had Quality Circles, where workers identify problems and offer solutions. If solutions were implemented, we'd get a bonus. Amtrak needs something like that because management doesn't always see everything, and workers would feel more like a part of the company."



**Andy Carter**  
L-1564, Los Angeles, Cal.

"I've been a bus operator on the Los Angeles MTA for 18 years. I don't think Amtrak should be sold off, it should be reformed. We have UTU members there, and we need the unity and strength that comes from having those members. We have power in numbers, and that gives us more power. If Amtrak needs capital investments, why not give them what they need — unless the motive is to sell it to a subcontracting agency. I suspect they're just trying to get rid of good union jobs. We can't allow them to do that. It seems there's always something going on involving Amtrak that the politicians aren't being forthright about."

## 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
<b>PLATINUM CLUB</b> (\$1,200 OR MORE PER YEAR)		
Kratz, Ronald C.	1949	Baltimore, Md.
UTU Aux. Lodge	445	Roseville, Ca.
<b>DIAMOND PLUS CLUB</b> (\$400 OR MORE PER YEAR)		
Thompson, Jeff	582	Stevens Pt., Wis.
Lowe, Joseph P.	1760	Detroit, Mich.
<b>DOLLAR-A-DAY CLUB</b> (\$365 OR MORE PER YEAR)		
Morr, Bonnie L.	23	Santa Cruz, Ca.
Northon, Jeff M.	23	Santa Cruz, Ca.
<b>DIAMOND CLUB</b> (\$300 OR MORE PER YEAR)		
*Sloan, George F.	5	Kansas City, Mo.
Fryer, Steven M.	84	Los Angeles, Ca.
Stuckey, Alan H.	490	Princeton, Ind.
*Kenny, Edward	1375	Philadelphia, Pa.
Dickinson, T.M.	1413	Jersey City, N.J.
<b>GOLD CLUB</b> (\$100 OR MORE PER YEAR)		
Davidson, Steven E.	23	Santa Cruz, Ca.
Lipperd, Sandra C.	23	Santa Cruz, Ca.
Marcus, Steven G.	23	Santa Cruz, Ca.
Nied, Kimberly R.	23	Santa Cruz, Ca.
Vercauteren, Lisa L.	23	Santa Cruz, Ca.
Bryant Jr., Jessie E.	84	Los Angeles, Ca.
Byrd, Joseph S.	84	Los Angeles, Ca.
Selby, Bruce I.	84	Los Angeles, Ca.
Waldon, Thomas E.	198	Peoria, Ill.
Anderson, Steve	322	Milwaukee, Wis.
Perkins, Lewis K.	367	Omaha, Neb.

Name	Local	City
Clarkson, Charles	445	Niota, Ill.
Paulson, Dustin	525	Grand Forks, N.D.
Stellingwerf, P.L.	544	Havre, Mont.
Stellingwerf, V.R.	544	Havre, Mont.
Heyman, David O.	781	Shreveport, La.
Marsico, Benjamin	783	Spencer, N.C.
*Fox, Charles E.	898	Boston, Mass.
Renn III, James H.	1129	Raleigh, N.C.
Williams, Ben E.	1129	Raleigh, N.C.
Younts, David W.	1129	Raleigh, N.C.
Bauman, Richard	1413	Jersey City, N.J.
DeJesus, Hector	1413	Jersey City, N.J.
Wegman Jr., Jack	1413	Jersey City, N.J.
Volino, John A.	1445	Elizabeth, N.J.
Jones, Richard B.	1573	Klamath Falls, Ore.
Anderson, Jerry J.	1573	Klamath Falls, Ore.
Devos, Thomas M.	1573	Klamath Falls, Ore.
Gariott Jr., Wm.	1573	Klamath Falls, Ore.
Smith, Buster R.	1573	Klamath Falls, Ore.
Truett, Elwood D.	1573	Klamath Falls, Ore.
Western, Robert	1573	Klamath Falls, Ore.
Rodgers, Luther E.	1573	Klamath Falls, Ore.
Frazier, Q.L.	1589	New Brunswick, N.J.
Cardone, L.D.	1949	Baltimore, Md.
O'Donnell, M.E.	1951	Albany, N.Y.
UTU Aux. Lodge	70	Kansas City, Mo.

\* = Retired Member

Correction: Edgar K. Kerley, retired member, was listed in the December 2001 TPEL Honor Roll's Gold Club under local 101. His correct local is 1081, Glendale, Ariz.

## UnitedHealthcare amends Group Policy GA-23111

CLEVELAND, Ohio – UnitedHealthcare has announced some important changes in the enrollment rules under Group Policy GA-23111.

The following changes apply to Plans D and F, which pay benefits in addition to Medicare:

- If you are covered under a Medicare Choice HMO and are losing that coverage because your HMO is closing, you can enroll in Plans D or F if you return to Medicare coverage. You must provide documented proof your Medicare HMO is closing (a letter from the HMO or a copy of a news article or announcement) no later than 30 days after your coverage ends;
- The Department of Defense (DoD) is making a prescription drug benefit plan available to retired military personnel. If you are enrolled in Plan D (which includes drug benefits) and are eligible for drug coverage from the DoD, you can change your coverage to Plan F (same benefits as Plan D, but no drug coverage.) You must apply for this change no later than 30 days after you become covered under the DoD drug plan;
- If you have questions about your eligibility for the DoD drug benefit, you should call (877) 363-6337 or (888) 363-5433. Both numbers are a toll-free call.

The following change applies to all plans under GA-23111:

- An open enrollment under GA-23111 has been held in December of every even year. Beginning in 2002, the open enrollment period will be in May, rather than in December. The open enrollment will still be held only once every two years;
- During open enrollment, any retiree or former employee in the railroad industry, and their dependents, are eligible to enroll regardless of their health;
- Additional information on the open enrollment will be included in GA-23111 statements mailed in April 2002.

## Rail retirement

Continued from page 1

Money to fund the increased benefits will be generated by allowing the Railroad Retirement Trust Fund to invest in stocks and bonds, as is accomplished by every other pension fund.

The Railroad Retirement Board will interpret and implement the law and any questions regarding benefits should be directed to the Railroad Retirement Board in Chicago after the president signs the bill. The Railroad Retirement Board telephone number is (312) 751-4500.

"It has been a long and difficult journey that began 23 months ago when International President Byron Boyd sat down with other unions and railroad officials to negotiate the framework of this legislation," UTU National Legislative Director James Brunkenhoefer said.

"This is an example of how we move forward when labor speaks with a single voice," Boyd said.

The most difficult hurdle in the nearly two-

year effort was passage in the U.S. Senate last month, where a handful of opponents almost repeated their feat of more than a year ago to block the bill.

Thousands of telephone calls, e-mails and letters from UTU active and retired members and their families, making clear to Senate Democratic and Republican leaders how important this legislation is to union members, was the difference, Brunkenhoefer said.

Even one of the bill's opponents, Sen. Don Nickles (R-Okla.), admitted to *Congressional Quarterly* newspaper that "railroad tracks are all over my body" in a reference to those phone calls.

Especially helpful to the effort was the UTU Auxiliary and its 7,100 members. The auxiliary's National Legislative Director Dorothy Arrington coordinated efforts of local lodges to generate multiple telephone calls to senators at their state and Washington, D.C., offices.

Arrington and Auxiliary International President Edythe Walter also traveled to Capitol Hill to lobby senators personally on behalf of UTU spouses.

Brunkenhoefer also credited the Transportation Political Education League (TPEL) as helping to influence House and Senate support. In his legislative column this issue (see page 4), Brunkenhoefer explains the value of TPEL membership.

UTU webpage updates on the status of Railroad Retirement reform helped to direct telephone calls to lawmakers' offices. Those updates were provided as often as thrice daily as the Senate debated the bill, with UTU members urged to perform "a Dr. Pepper drill" and visit the UTU website at 10 a.m., 2 p.m. and 4 p.m. each day to determine if there was additional assistance they might offer.

Many non-UTU members also were monitoring the UTU webpage for information. Charles King of Wellington, Kans., wrote the UTU: "I want to thank you for all of your hard work on getting this bill passed. I have followed your advice and sent e-mail and called D.C. and our state senate offices as you asked and have kept several others informed so they could inform others," wrote King. "I am not a UTU member, but my brother was and I know my sister-in-law will benefit from the bill soon. Thank you."

## Member killed

Continued from page 1

engineer Allen Yash, 52. A resident of Detroit, Mich., Enriquez is a member of UTU Local 72 in Battle Creek, Mich., and Yash is a member of BLE Division 812 at Detroit.

Engineer Landris and conductor Chase were killed when their 89-car freight train, headed to Flint, Mich., collided with a 94-car train that had pulled onto a side track to let their train pass.

The accident occurred on a track operated by Grand Trunk, a CN subsidiary.

National Transportation Safety Board investigators were joined on the site by members of the UTU's Transportation Safety Team (TST), as well as representatives from the Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Signalmen, according to UTU's TST Coordinator J.R. Cumby, who also serves the union as Alternate Assistant to the President-

Yardmasters.

"It could be months before we know what happened here," said James Southworth, the lead investigator from the National Transportation Safety Board.

Southworth said the professionals break into groups to investigate specific areas such as mechanical concerns, rail operations, the signals and the track. They also will zero in on factors that could affect human performance, including work histories, fatigue and possible substance abuse.

"We spent six days out here after the crash and will do several follow-ups," Southworth said. "We looked at the signal system, but have not found anything factual that makes it a problem. Or with the dispatch system.

"There has been no problem with the weather or the railroad tracks," he said. "Or any finding of equipment or mechanical failure - as of yet."

Recently, a sight distance test was done, which Southworth described as like a re-creation of the

crash in which a locomotive similar to the one in the November 15 crash is brought to the track and actual measurements are taken on scene shortly before 6 a.m., about the time of the crash.

Investigators also will review reports dealing with the signal system and past track work in the area.

If, at some point, it appears a crime has been committed, and Southworth repeatedly stressed there is nothing yet to lead investigators to suspect criminal involvement, it must also be determined which law enforcement agency will handle the matter.

The Federal Bureau of Investigation probably would handle that type of matter if a federal crime were suspected, said Terry Williams, an NTSB spokesman.

If criminal activity fell under a state offense, it would be turned over to a state or local agency, probably the Oakland County Sheriff's Department.

## Amtrak Reform Council eyes privatization

WASHINGTON, D.C. - A panel reviewing America's passenger rail system is considering shifting much of Amtrak's duties to states and private companies, according to reports.

The congressionally mandated Amtrak Reform Council has drafted nine alternatives designed to decentralize intercity passenger rail, which for 30 years has been run by Amtrak. The alternatives were drawn up by the council's staff based on ideas from the 11 panel members.

Under the least drastic options to be considered, Amtrak would continue to operate passenger trains but could face competition from private companies or regional authorities.

The most drastic option has the private sector taking over train operations from Amtrak and probably eliminating long-distance routes generally considered unprofitable.

Council officials say the nine scenarios are only a starting point and that the final recommendation could contain pieces of several of them.

Congress created the reform council in 1997 to monitor Amtrak's efforts to begin operating without federal subsidies by Dec. 2, 2002. A majority of council members concluded last month that Amtrak will not achieve that goal,

and now the council must submit a plan for a restructured rail system.

Amtrak posted a cash loss of \$405 million in the first eight months of this year and has spent more than \$24 billion in subsidies - both operating and capital - since its inception in 1971.

The council is wrestling with a few overriding questions about passenger rail, among them: Should it be a competitive business? Should it be administered centrally or locally? And what should be done with Amtrak's real-estate holdings, mainly tracks and stations in the Northeast?

The nine alternatives make careful distinctions between "corridor" operations - those in populated markets like California, the Midwest and the Northeast - and overnight, long-haul trains.

The federal government has designated 10 corridors for development of high-speed rail in addition to the Northeast Corridor, where the high-speed Acela Express already is in operation. Hopes are high that train service in those corridors can be profitable.

Amtrak officials insist that passenger rail has been historically underfunded, particularly compared to highways and aviation. The railroad last year asked Congress for \$30 billion over 20 years

to close a "rail investment gap."

Amtrak President George Warrington has repeatedly urged Congress to decide whether Amtrak should run only profitable routes or continue to serve the entire nation.

Jim RePass, president of the National Corridors Initiative, which supports development of high-speed rail, took issue with privatization.

"If you cherry-pick only the very, very best routes, you're going to be abandoning areas of the country that are expensive to serve," he said. "I have a philosophical problem with that."

Only one scenario would put Amtrak or a similar successor company in charge of those corridors. States or multistate authorities would be in control in four alternatives. Four other options envision private companies taking over through a competitive bidding process.

Amtrak's long-haul routes have been among its biggest money-losers, according to most measurements, and their survival is a major question in discussions about a new system.

At least five alternatives envision turning over the long-haul routes to the private sector on a contractual basis. Who would pay for the service - states or the federal government - is unspecified.

# UTUIA Scholarship: The Key to Success

**A message from UTU International  
President Byron A. Boyd, Jr.**

Education is the key to success. The key to an education can be a United Transportation Union Insurance Association scholarship.

With college enrollment time upon us, we strongly urge all eligible persons to take a few minutes to fill out the UTUIA scholarship application form printed below and apply for a UTUIA scholarship. It will be one of the smartest things they ever do.



This is the 29th year UTUIA is making available 50 continuing \$500 scholarships for its members, and the sons, daughters and grandchildren of its members. We are very proud of our scholarship program, a pride that comes from helping thousands of college students over the years.

We realize the amount awarded, \$500 a year, doesn't meet the full cost of the recipient's education, but in this way we can help a larger number of students with educational costs. They may use the scholarship money for tuition, learning materials or other related expenses.

UTUIA scholarship winners will receive the full amount of the award each year for up to four years of undergraduate study as long as they maintain a satisfactory academic record.

With a UTUIA scholarship, we hope to give the recipient the opportunity for a full-time education instead of a part-time education, day school instead of night school, higher education instead of basic training.

We are proud also in knowing that UTUIA scholarship recipients are enrolled in some of the finest and most prestigious colleges and universities in the world. We also can point proudly to the many achievements of past scholarship winners who have contributed so much to our great nation.

UTUIA is proud and happy to provide these scholarships for they are an opportunity for achievement. The success of deserving students is our success and the benefits are boundless. The key to success is education, and the key to education is a UTUIA scholarship. Take a minute to apply for the chance of a lifetime.

As the saying goes: "If you think education is expensive, try ignorance."

Byron A. Boyd, Jr.  
International President



## DISTRIBUTION

Fifty continuing \$500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are prorated according to the number of UTU and UTUIA insurance members in each of nine districts. Names of the 50 scholarship winners for the academic year 2002-2003 will be drawn at UTUIA Headquarters in Cleveland after the March 29, 2002, deadline for submission of applications.

## ELIGIBILITY

Requirements for a scholarship applicant are that he or she be at least a high school senior or equivalent; age 25 or under; be a UTU member or UTUIA-insured member, the child or grandchild of a UTU member or UTUIA-insured member, or the child of a deceased UTU member or UTUIA-insured member. (If member is deceased please include date of death). UTU members or UTUIA-insured members must be U.S. residents.

Applicants also must be accepted for admittance or already enrolled for at least 12 credit hours per quarter or semester at a recognized institution of higher learning (university, college or junior college, nursing or technical school offering college credit). Graduate schools are not included. Families of full-time International officers are not eligible.

## AWARDS

Scholarships are awarded on the basis of chance, not grades. A UTUIA scholar, however, is expected to maintain a satisfactory academic record to keep the scholarship for the full four years.

## ADMINISTRATION

The UTUIA Scholarship Committee decides whether individual scholarships should be continued or discontinued. Each successful applicant must provide annual proof of eligibility on or before a deadline set by the scholarship committee to qualify for a continuing award. The day-to-day management of the program is handled by the office of the UTUIA General Secretary and Treasurer.

## INVEST IN THE CHANCE OF A LIFETIME

The UTUIA Scholarship Program is an open program. All eligible students, regardless of previous grades or future plans that don't happen to include college, are strongly urged to apply, to take five minutes to invest in the chance of a lifetime, the chance for a better future.

## APPLICATION FORM 2002/2003 UTUIA SCHOLARSHIP

(PLEASE TYPE OR PRINT)

STUDENT'S NAME \_\_\_\_\_ BIRTH DATE \_\_\_\_/\_\_\_\_/\_\_\_\_  
(LAST) (FIRST) (M.I.) (M/D/Y)

MEMBER'S NAME \_\_\_\_\_ UTU Local # \_\_\_\_\_  
(LAST) (FIRST) (M.I.) or UTUIA Local Unit # \_\_\_\_\_

ADDRESS OF MEMBER \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OCCUPATION \_\_\_\_\_

EMPLOYER \_\_\_\_\_

STUDENT'S RELATIONSHIP TO MEMBER \_\_\_\_\_

COLLEGE YEAR, 2002-2003  Freshman  Sophomore  Junior  Senior

Signature of Student \_\_\_\_\_

Signature of Member \_\_\_\_\_  
(Please include date of death if member is deceased; Please leave address label attached to back of application)

Applications must be received **no later than March 29, 2002.**

Please submit **only one application per student.** Incomplete, photocopied or duplicate applications will not be accepted.

The application form printed on this page is the official UTUIA scholarship application form and is the only one you will receive. If you need another application form, request one from the address below. Please include your UTU local or UTUIA local unit number with your request.

Complete the form above, cut it out (leaving address label on reverse side, if possible), and mail to:

**UTUIA Scholarship Program  
United Transportation Union Insurance Association  
14600 Detroit Ave.  
Cleveland, OH 44107-4250**

## UTUIA Scholarship Districts

District	Scholarships
1 Connecticut, Maine, Massachusetts, New Hampshire New York, Rhode Island, Vermont	5
2 Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania	5
3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia	8
4 Indiana, Michigan, Ohio	6
5 Illinois, Wisconsin	4
6 Arkansas, Louisiana, Oklahoma, Texas	5
7 Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota	6
8 Arizona, California, Colorado, Nevada, New Mexico, Utah	8
9 Alaska, Idaho, Montana, Oregon, Washington, Wyoming	3



# This month's winning photo:

This month's winning photograph was submitted by **J.C. Scappace, Jr.**, a member of Local 587 at Greenfield, Mass. Jose Navarez, chief train dispatcher for GTI, took the photo Sept. 16, 2001, at Zoar, Mass. The train, the EDJR, was photographed just before entering the Hoosac Tunnel, Scappace explained. "Although you can't see anyone in the picture, I am the conductor on the train, just below the flag. It's mine, too," he said.

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

Exceptional photographs will be included on the new UTU website, which will make its debut soon.

We 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 any other per-

tinent 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.



JANUARY 2002

ISSN 0098-5937

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

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1/02

# Celebrate the New Year With One Less Worry!

Almost everybody has a mortgage, car payments, credit card bills and family financial obligations.

These bills keep arriving even if you are not able to work because of injury or illness or even death.

There is a need to provide an income for yourself, your spouse and other family members who depend upon you for financial support should misfortune strike you down.

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Address	City	State	ZIP
_____	_____	_____	_____
Telephone Number with Area Code	UTU Local Number		

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

1/02

# UTU Rate Tables

## EFFECTIVE JANUARY 1, 2002

In this special four-page section of the January 2002 edition of the *UTU News* you will find rate tables, effective January 1, 2002, resulting from the application of a 10-cent-per-hour cost-of-living adjustment, pursuant to Article II, Part C of the Award of Arbitration Board No. 559. Please contact your general chairperson if you have questions about these rates of pay.

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY  
AS OF JANUARY 1, 2002  
RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

### LOCOMOTIVE ENGINEERS (MOTORMEN) - PASSENGER SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 80,000	\$141.80	105.74¢
80,000 AND LESS THAN 100,000	\$141.80	105.74¢
100,000 AND LESS THAN 140,000	\$141.89	105.83¢
140,000 AND LESS THAN 170,000	\$141.97	105.91¢
170,000 AND LESS THAN 200,000	\$142.06	106.00¢
200,000 AND LESS THAN 250,000	\$142.15	106.09¢
250,000 AND LESS THAN 300,000	\$142.23	106.17¢
300,000 AND LESS THAN 350,000	\$142.32	106.26¢
350,000 AND LESS THAN 400,000	\$142.40	106.34¢
400,000 AND LESS THAN 450,000	\$142.49	106.43¢
450,000 AND LESS THAN 500,000	\$142.58	106.52¢
500,000 AND LESS THAN 550,000	\$142.66	106.60¢
550,000 AND LESS THAN 600,000	\$142.75	106.69¢
600,000 AND LESS THAN 650,000	\$142.83	106.77¢
650,000 AND LESS THAN 700,000	\$142.92	106.86¢
700,000 AND LESS THAN 750,000	\$143.00	106.94¢
750,000 AND LESS THAN 800,000	\$143.09	107.03¢
800,000 AND LESS THAN 850,000	\$143.17	107.11¢
850,000 AND LESS THAN 900,000	\$143.26	107.20¢
900,000 AND LESS THAN 950,000	\$143.34	107.28¢
950,000 AND LESS THAN 1,000,000	\$143.43	107.37¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF -		
ADD ALTERNATELY:	\$.08	.08¢
	& \$.09	.09¢
MOTOR OR ELECTRIC CARS IN MULTIPLE OR SINGLE UNIT	\$142.06	106.00¢
DAILY EARNINGS MINIMUM	\$143.32	

**DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN:** ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (SUCH DIFFERENTIAL TO BE APPLIED IN SAME MANNER AS THE LOCAL FREIGHT DIFFERENTIAL).

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY  
AS OF JANUARY 1, 2002  
RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

### LOCOMOTIVE ENGINEERS (MOTORMEN) - THROUGH FREIGHT SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 140,000	\$152.49	113.34¢
140,000 AND LESS THAN 200,000	\$152.92	113.77¢
200,000 AND LESS THAN 250,000	\$153.09	113.94¢
250,000 AND LESS THAN 300,000	\$153.24	114.09¢
300,000 AND LESS THAN 350,000	\$153.39	114.24¢
350,000 AND LESS THAN 400,000	\$153.60	114.45¢
400,000 AND LESS THAN 450,000	\$153.81	114.66¢
450,000 AND LESS THAN 500,000	\$154.02	114.87¢
500,000 AND LESS THAN 550,000	\$154.23	115.08¢
550,000 AND LESS THAN 600,000	\$154.41	115.26¢
600,000 AND LESS THAN 650,000	\$154.59	115.44¢
650,000 AND LESS THAN 700,000	\$154.77	115.62¢
700,000 AND LESS THAN 750,000	\$154.95	115.80¢
750,000 AND LESS THAN 800,000	\$155.13	115.98¢
800,000 AND LESS THAN 850,000	\$155.31	116.16¢
850,000 AND LESS THAN 900,000	\$155.49	116.34¢
900,000 AND LESS THAN 950,000	\$155.67	116.52¢
950,000 AND LESS THAN 1,000,000	\$155.85	116.70¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.18	.18¢
DAILY EARNINGS MINIMUM	\$154.00	
ARTICLE III(B) OF AGREEMENT OF OCTOBER 14, 1955		

**DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN:** ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY AND 6¢ PER MILE FOR MILES IN EXCESS OF THE BASIC DAY WILL BE ADDED TO THE ABOVE RATES (IN ADDITION TO THE LOCAL FREIGHT DIFFERENTIAL IF APPLICABLE).

**Yardmaster rates of pay also increased on January 1, 2002. Yardmasters should contact their general chairperson for the exact formula.**



STANDARD BASIC DAILY RATES OF PAY  
AS OF JANUARY 1, 2002  
RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

### LOCOMOTIVE ENGINEERS (MOTORMEN) - YARD SERVICE

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY RATES	
	6 OR 7 DAY WORK WEEK	5 DAY WORK WEEK
LESS THAN 500,000	\$149.02	\$162.54
500,000 AND LESS THAN 550,000	\$149.23	\$162.79
550,000 AND LESS THAN 600,000	\$149.41	\$163.01
600,000 AND LESS THAN 650,000	\$149.59	\$163.22
650,000 AND LESS THAN 700,000	\$149.77	\$163.44
700,000 AND LESS THAN 750,000	\$149.95	\$163.66
750,000 AND LESS THAN 800,000	\$150.13	\$163.87
800,000 AND LESS THAN 850,000	\$150.31	\$164.09
850,000 AND LESS THAN 900,000	\$150.49	\$164.30
900,000 AND LESS THAN 950,000	\$150.67	\$164.52
950,000 AND LESS THAN 1,000,000	\$150.85	\$164.74
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.18	\$.215

**DIFFERENTIAL FOR ENGINEERS WORKING WITHOUT FIREMEN:** ON LOCOMOTIVES ON WHICH UNDER THE FORMER NATIONAL DIESEL AGREEMENT OF 1950 FIREMEN WOULD HAVE BEEN REQUIRED, A UNIFORM DIFFERENTIAL OF \$6.00 PER BASIC DAY WILL BE ADDED TO THE ABOVE RATES.

# UTU RATE TABLES, EFFECTIVE

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY  
AS OF JANUARY 1, 2002

RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

**LOCOMOTIVE FIREMEN (HELPERS) - PASSENGER SERVICE**

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 80,000	\$132.76	99.73¢
80,000 AND LESS THAN 100,000	\$132.85	99.82¢
100,000 AND LESS THAN 140,000	\$132.93	99.90¢
140,000 AND LESS THAN 170,000	\$133.11	100.08¢
170,000 AND LESS THAN 200,000	\$133.19	100.16¢
200,000 AND LESS THAN 250,000	\$133.28	100.25¢
250,000 AND LESS THAN 300,000	\$133.28	100.25¢
300,000 AND LESS THAN 350,000	\$133.36	100.33¢
350,000 AND LESS THAN 400,000	\$133.45	100.42¢
400,000 AND LESS THAN 450,000	\$133.54	100.51¢
450,000 AND LESS THAN 500,000	\$133.62	100.59¢
500,000 AND LESS THAN 550,000	\$133.71	100.68¢
550,000 AND LESS THAN 600,000	\$133.79	100.76¢
600,000 AND LESS THAN 650,000	\$133.87	100.84¢
650,000 AND LESS THAN 700,000	\$133.95	100.92¢
700,000 AND LESS THAN 750,000	\$134.03	101.00¢
750,000 AND LESS THAN 800,000	\$134.11	101.08¢
800,000 AND LESS THAN 850,000	\$134.19	101.16¢
850,000 AND LESS THAN 900,000	\$134.27	101.24¢
900,000 AND LESS THAN 950,000	\$134.35	101.32¢
950,000 AND LESS THAN 1,000,000	\$134.43	101.40¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.08	.08¢
DAILY EARNINGS MINIMUM	\$134.10	

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY  
AS OF JANUARY 1, 2002

RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

**LOCOMOTIVE FIREMEN (HELPERS) - THROUGH FREIGHT SERVICE**

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY AND MILEAGE RATES	
	DAILY RATES	MILEAGE RATES
LESS THAN 140,000	\$139.74	104.57¢
140,000 AND LESS THAN 200,000	\$140.09	104.92¢
200,000 AND LESS THAN 250,000	\$140.26	105.09¢
250,000 AND LESS THAN 300,000	\$140.43	105.26¢
300,000 AND LESS THAN 350,000	\$140.70	105.53¢
350,000 AND LESS THAN 400,000	\$140.78	105.61¢
400,000 AND LESS THAN 450,000	\$140.94	105.77¢
450,000 AND LESS THAN 500,000	\$141.10	105.93¢
500,000 AND LESS THAN 550,000	\$141.26	106.09¢
550,000 AND LESS THAN 600,000	\$141.42	106.25¢
600,000 AND LESS THAN 650,000	\$141.58	106.41¢
650,000 AND LESS THAN 700,000	\$141.74	106.57¢
700,000 AND LESS THAN 750,000	\$141.90	106.73¢
750,000 AND LESS THAN 800,000	\$142.06	106.89¢
800,000 AND LESS THAN 850,000	\$142.22	107.05¢
850,000 AND LESS THAN 900,000	\$142.38	107.21¢
900,000 AND LESS THAN 950,000	\$142.54	107.37¢
950,000 AND LESS THAN 1,000,000	\$142.70	107.53¢
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD	\$.16	.16¢
DAILY EARNINGS MINIMUM	\$141.16	
ESTABLISHED BY ARTICLE III(B) OF AGREEMENT OF OCT. 27, 1955		

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY  
AS OF JANUARY 1, 2002

RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

**LOCOMOTIVE FIREMEN IN SHORT LOCAL FREIGHT SERVICE  
ON RUNS OF 100 MILES OR LESS WHICH ARE THEREFORE PAID  
ON A DAILY BASIS WITHOUT A MILEAGE COMPONENT**

RATES ARE CALCULATED BY SUBTRACTING THE STANDARD LOCAL FREIGHT  
DIFFERENTIAL OF 43 CENTS PER BASIC DAY FROM THE SHORT LOCAL STAND-  
ARD BASIC DAILY RATES OF PAY ESTABLISHED UNDER ARTICLE II(C) OF THE  
SEPTEMBER 14, 1968, AGREEMENT, ADDING ALL SUBSEQUENT GENERAL  
WAGE INCREASES AND COST-OF-LIVING ADJUSTMENTS, AND THEN ADDING  
THE STANDARD LOCAL FREIGHT DIFFERENTIAL OF 43 CENTS PER BASIC  
DAY.

WEIGHT ON DRIVERS (POUNDS)	STANDARD DAILY RATES
LESS THAN 140,000	\$141.36
140,000 AND LESS THAN 200,000	\$141.71
200,000 AND LESS THAN 250,000	\$141.88
250,000 AND LESS THAN 300,000	\$142.05
300,000 AND LESS THAN 350,000	\$142.32
350,000 AND LESS THAN 400,000	\$142.40
400,000 AND LESS THAN 450,000	\$142.56
450,000 AND LESS THAN 500,000	\$142.72
500,000 AND LESS THAN 550,000	\$142.88
550,000 AND LESS THAN 600,000	\$143.04
600,000 AND LESS THAN 650,000	\$143.20
650,000 AND LESS THAN 700,000	\$143.36
700,000 AND LESS THAN 750,000	\$143.52
750,000 AND LESS THAN 800,000	\$143.68
800,000 AND LESS THAN 850,000	\$143.84
850,000 AND LESS THAN 900,000	\$144.00
900,000 AND LESS THAN 950,000	\$144.16
950,000 AND LESS THAN 1,000,000	\$144.32
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.16

**LOCOMOTIVE FIREMEN (HELPERS) - YARD SERVICE,  
AND HOSTLER AND HOSTLER HELPERS**

WEIGHT ON DRIVERS (POUNDS)	STANDARD BASIC DAILY RATES	
	6 OR 7 DAY WORK WEEK	5 DAY WORK WEEK
LESS THAN 500,000	\$138.93	\$148.92
500,000 AND LESS THAN 550,000	\$139.09	\$149.11
550,000 AND LESS THAN 600,000	\$139.25	\$149.30
600,000 AND LESS THAN 650,000	\$139.41	\$149.49
650,000 AND LESS THAN 700,000	\$139.57	\$149.68
700,000 AND LESS THAN 750,000	\$139.73	\$149.88
750,000 AND LESS THAN 800,000	\$139.89	\$150.07
800,000 AND LESS THAN 850,000	\$140.05	\$150.26
850,000 AND LESS THAN 900,000	\$140.21	\$150.45
900,000 AND LESS THAN 950,000	\$140.37	\$150.64
950,000 AND LESS THAN 1,000,000	\$140.53	\$150.84
1,000,000 POUNDS AND OVER: FOR EACH ADDITIONAL 50,000 POUNDS OR FRACTION THEREOF - ADD:	\$.16	\$.19
<b>HOSTLING SERVICE</b>		
OUTSIDE HOSTLER	\$138.47	\$148.53
INSIDE HOSTLER	\$136.16	\$145.69
OUTSIDE HOSTLER HELPER	\$134.06	\$143.00

In this special four-page section of the award, you will find rate tables, effective January 1, 2002, of a 10-cent-per-hour cost-of-living adjustment. For more information, contact the Award of Arbitration Board No. 559. If you have questions about these rates, contact the Award of Arbitration Board No. 559.

# EFFECTIVE JANUARY 1, 2002

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY  
AS OF JANUARY 1, 2002

RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

**CONDUCTORS AND TRAINMEN -  
PASSENGER AND THROUGH FREIGHT SERVICE**

	DAILY RATES		MILEAGE RATES	
	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION
UNDER AGREEMENTS HELD BY FORMER:				
<b>PASSENGER CONDUCTORS AND TRAINMEN</b>				
			FOR MILES IN EXCESS OF THE BASIC DAY	
CONDUCTORS	\$142.36	\$142.27	70.99¢	70.92¢
ASST. CONDUCTORS/ TICKET COLLECTORS	\$134.19	\$134.05	67.41¢	67.32¢
BRAKEMEN AND FLAGMEN	\$131.34	\$131.16	65.92¢	65.87¢
TRAIN BAGGAGEMEN	\$131.93	\$131.76	66.27¢	66.18¢
<b>THROUGH FREIGHT CONDUCTORS</b>				
			FOR MILES IN EXCESS OF THE BASIC DAY	
BASIC RATES	\$139.77	\$139.64	104.63¢	104.46¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$140.12	\$139.99	104.98¢	104.81¢
81 TO 105 CARS	\$140.77	\$140.64	105.63¢	105.46¢
106 TO 125 CARS	\$141.17	\$141.04	106.03¢	105.86¢
126 TO 145 CARS	\$141.42	\$141.29	106.28¢	106.11¢
146 TO 165 CARS	\$141.52	\$141.39	106.38¢	106.21¢
166 CARS AND OVER	*	*	**	**
<b>THROUGH FREIGHT BRAKEMEN AND FLAGMEN</b>				
			FOR MILES IN EXCESS OF THE BASIC DAY	
BASIC RATES	\$131.13	\$130.99	98.78¢	98.65¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$131.48	\$131.34	99.13¢	99.00¢
81 TO 105 CARS	\$132.13	\$131.99	99.78¢	99.65¢
106 TO 125 CARS	\$132.53	\$132.39	100.18¢	100.05¢
126 TO 145 CARS	\$132.78	\$132.64	100.43¢	100.30¢
146 TO 165 CARS	\$132.88	\$132.74	100.53¢	100.40¢
166 CARS AND OVER	*	*	**	**

\* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR  
PORTION THEREOF  
\*\* ADD 0.20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR  
PORTION THEREOF

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY  
AS OF JANUARY 1, 2002

RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

**CONDUCTORS AND TRAINMEN -  
LOCAL FREIGHT SERVICE AND YARD SERVICE**

	DAILY RATES		MILEAGE RATES FOR MILES IN EXCESS OF 100	
	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION
UNDER AGREEMENTS HELD BY FORMER:				
<b>LOCAL FREIGHT CONDUCTORS</b>				
BASIC RATES	\$140.33	\$140.20	107.10¢	106.93¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 16, 1955:				
LESS THAN 81 CARS	\$140.68	\$140.55	107.45¢	107.28¢
81 TO 105 CARS	\$141.33	\$141.20	108.10¢	107.93¢
106 TO 125 CARS	\$141.73	\$141.60	108.50¢	108.33¢
126 TO 145 CARS	\$141.98	\$141.85	108.75¢	108.58¢
146 TO 165 CARS	\$142.08	\$141.95	108.85¢	108.68¢
166 CARS AND OVER	*	*	**	**
<b>LOCAL FREIGHT BRAKEMEN AND FLAGMEN</b>				
BASIC RATES	\$131.56	\$131.42	101.12¢	100.99¢
RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE AGREEMENT OF MAY 26, 1955:				
LESS THAN 81 CARS	\$131.91	\$131.77	101.47¢	101.34¢
81 TO 105 CARS	\$132.56	\$132.42	102.12¢	101.99¢
106 TO 125 CARS	\$132.96	\$132.82	102.52¢	102.39¢
126 TO 145 CARS	\$133.21	\$133.07	102.77¢	102.64¢
146 TO 165 CARS	\$133.31	\$133.17	102.87¢	102.74¢
166 CARS AND OVER	*	*	**	**

\* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR  
PORTION THEREOF  
\*\* ADD 0.20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR  
PORTION THEREOF

**MINIMUM DAILY EARNINGS:**

CONDUCTORS	\$141.03	\$140.89
BRAKEMEN-FLAGMEN	\$132.26	\$132.12

ESTABLISHED BY ARTICLE II(B) OF ORC&B AGREEMENT OF  
DECEMBER 21, 1955, AND BY ARTICLE II(B) OF BRT AGREEMENT  
OF OCTOBER 4, 1955, SUPPLEMENTED DECEMBER 21, 1955.

**FIVE DAY YARD SERVICE**

OCCUPATION	DAILY RATE
YARD CONDUCTORS (FOREMEN)	\$156.67
YARD BRAKEMEN (HELPERS)	\$150.28
SWITCHTENDERS	\$143.64

January 2002 edition of the *UTU News*  
January 1, 2002, resulting from the application  
pursuant to Article II, Part C of  
Please contact your general chairperson  
of pay.



# UTU RATE TABLES

## EFFECTIVE JANUARY 1, 2002

STANDARD BASIC DAILY AND MILEAGE RATES OF PAY  
AS OF JANUARY 1, 2002

RESULTING FROM THE APPLICATION OF A 10 CENT PER HOUR  
COST-OF-LIVING ALLOWANCE TO THE STANDARD BASIC RATES OF PAY  
WHICH WERE IN EFFECT DECEMBER 31, 2001

### FREIGHT CONDUCTORS AND TRAINMEN WITHOUT A MILEAGE COMPONENT IN THEIR ASSIGNMENTS

STANDARD DAILY RATES IN THROUGH FREIGHT SERVICE WITHOUT A MILEAGE COMPONENT**	STANDARD DAILY RATES IN SHORT LOCAL FREIGHT SERVICE***
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UNDER AGREEMENTS HELD BY FORMER:

ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION	ORC&B-ALL REGIONS; BRT-EAST, SOUTHEAST	BRT- WESTERN REGION
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#### FREIGHT CONDUCTORS

BASIC RATES	\$142.02	\$141.93	\$143.79	\$143.65
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE  
AGREEMENT OF MAY 26, 1955:

LESS THAN 81 CARS	\$142.37	\$142.28	\$144.14	\$144.00
81 TO 105 CARS	\$143.02	\$142.93	\$144.79	\$144.65
106 TO 125 CARS	\$143.42	\$143.33	\$145.19	\$145.05
126 TO 145 CARS	\$143.67	\$143.58	\$145.44	\$145.30
146 TO 165 CARS	\$143.77	\$143.68	\$145.54	\$145.40
166 CARS AND OVER	*	*	*	*

#### FREIGHT BRAKEMEN AND FLAGMEN

BASIC RATES	\$133.38	\$133.27	\$135.01	\$134.89
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RATES INCLUDING CAR SCALE ADDITIVES PROVIDED BY THE  
AGREEMENT OF MAY 26, 1955:

LESS THAN 81 CARS	\$133.73	\$133.62	\$135.36	\$135.24
81 TO 105 CARS	\$134.38	\$134.27	\$136.01	\$135.89
106 TO 125 CARS	\$134.78	\$134.67	\$136.11	\$136.29
126 TO 145 CARS	\$135.03	\$134.92	\$136.66	\$136.54
146 TO 165 CARS	\$135.13	\$135.02	\$136.76	\$136.64
166 CARS AND OVER	*	*	*	*

\* ADD 20 CENTS FOR EACH ADDITIONAL BLOCK OF 20 CARS OR  
PORTION THEREOF

\*\* APPLICABLE TO FREIGHT CONDUCTORS AND TRAINMEN PAID THROUGH  
FREIGHT RATES WHO ARE WITHOUT A MILEAGE COMPONENT IN THEIR  
ASSIGNMENTS AND ARE THEREFORE PAID ON A DAILY BASIS. RATES PRO-  
DUCED BY APPLICATION OF THE SPECIAL ADJUSTMENT OF \$1.00 PER DAY  
UNDER ARTICLE I, SECTION 7 OF THE JANUARY 27, 1972, AGREEMENT AND THE  
APPLICABLE COST-OF-LIVING ALLOWANCE TO STANDARD BASIC THROUGH  
FREIGHT RATES OF PAY.

\*\*\* APPLICABLE WHERE LOCAL FREIGHT RATES ARE PAID TO CONDUCTORS  
AND TRAINMEN IN LOCAL FREIGHT SERVICE, OR ON ROAD SWITCHERS,  
ROUSTABOUT RUNS, MINE RUNS OR IN OTHER MISCELLANEOUS SERVICE, ON  
RUNS OF 100 MILES OR LESS WHICH ARE THEREFORE PAID ON A DAILY BASIS  
WITHOUT A MILEAGE COMPONENT. RATES PRODUCED BY APPLICATION OF  
THE STANDARD LOCAL FREIGHT DIFFERENTIAL OF 56 CENTS PER BASIC DAY  
FOR CONDUCTORS AND 43 CENTS PER BASIC DAY FOR BRAKEMEN AND FLAG-  
MEN, THE SPECIAL INCREASE OF \$.40 PER DAY UNDER ART. II, SEC. 1(C) OF  
THE MARCH 19, 1969, AGREEMENT, ARTICLE II(C) OF THE JULY 17, 1968, AGREE-  
MENT AND THE SPECIAL ADJUSTMENT OF \$1.00 PER DAY UNDER ARTICLE I,  
SECTION 7 OF THE JANUARY 27, 1972, AGREEMENT AND THE APPLICABLE  
COST-OF-LIVING ALLOWANCE TO STANDARD BASIC THROUGH FREIGHT RATES  
OF PAY.

### YARD CONDUCTOR (FOREMAN) RATES

as of January 1, 2002

Basic Day: \$156.67

Pro-rata: Hour	\$19.5838	Overtime: Hour	\$29.3756
Minute	0.3264	Minute	0.4896
5-Minutes	1.6320	5-Minutes	2.4480

#### Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	156.67	186.05	215.42	244.80	274.17
5	159.12	188.49	217.87	247.25	276.62
10	161.57	190.94	220.32	249.69	279.07
15	164.01	193.39	222.77	252.14	281.52
20	166.46	195.84	225.21	254.59	283.97
25	168.91	198.29	227.66	257.04	286.41
30	171.36	200.73	230.11	259.49	288.86
35	173.81	203.18	232.56	261.93	291.31
40	176.25	205.63	235.01	264.38	293.76
45	178.70	208.08	237.45	266.83	296.21
50	181.15	210.53	239.90	269.28	298.65
55	183.60	212.97	242.35	271.73	301.10

### YARD BRAKEMAN (HELPER) RATES

as of January 1, 2002

Basic Day: \$150.28

Pro-rata: Hour	\$18.7850	Overtime: Hour	\$28.1775
Minute	0.3131	Minute	0.4696
5 Minutes	1.5654	5 Minutes	2.3481

#### Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	150.28	178.46	206.63	234.81	262.99
5	152.63	180.81	208.98	237.16	265.34
10	154.98	183.15	211.33	239.51	267.69
15	157.32	185.50	213.68	241.86	270.03
20	159.67	187.85	216.03	244.20	272.38
25	162.02	190.20	218.37	246.55	274.73
30	164.37	192.55	220.72	248.90	277.08
35	166.72	194.89	223.07	251.25	279.43
40	169.06	197.24	225.42	253.60	281.77
45	171.41	199.59	227.77	255.94	284.12
50	173.76	201.94	230.12	258.29	286.47
55	176.11	204.29	232.46	260.64	288.82

### SWITCHTENDER RATES

as of January 1, 2002

Basic Day: \$143.64

Pro-rata: Hour	\$17.9550	Overtime: Hour	\$26.9325
Minute	0.2993	Minute	0.4489
5 Minutes	1.4963	5 Minutes	2.2444

#### Overtime Table

Min.	8 Hrs.	9 Hrs.	10 Hrs.	11 Hrs.	12 Hrs.
0	143.64	170.57	197.51	224.44	251.37
5	145.88	172.82	199.75	226.68	253.62
10	148.13	175.06	201.99	228.93	255.86
15	150.37	177.31	204.24	231.17	258.10
20	152.62	179.55	206.48	233.42	260.35
25	154.86	181.79	208.73	235.66	262.59
30	157.11	184.04	210.97	237.90	264.84
35	159.35	186.28	213.22	240.15	267.08
40	161.60	188.53	215.46	242.39	269.33
45	163.84	190.77	217.71	244.64	271.57
50	166.08	193.02	219.95	246.88	273.82
55	168.33	195.26	222.19	249.13	276.06

