



# UTU News

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The Official Publication of the United Transportation Union

## FRA supports two-person railroad crews

One of the strongest studies validating the need for two-person railroad crews and intensive training for rail conductors has come from the Federal Railroad Administration.

The conclusion is that the conductor and engineer function as a team while managing multiple priorities essential to safe train operation, especially with regard to use of positive train control technology that will be installed on some 40 percent of main-line track.

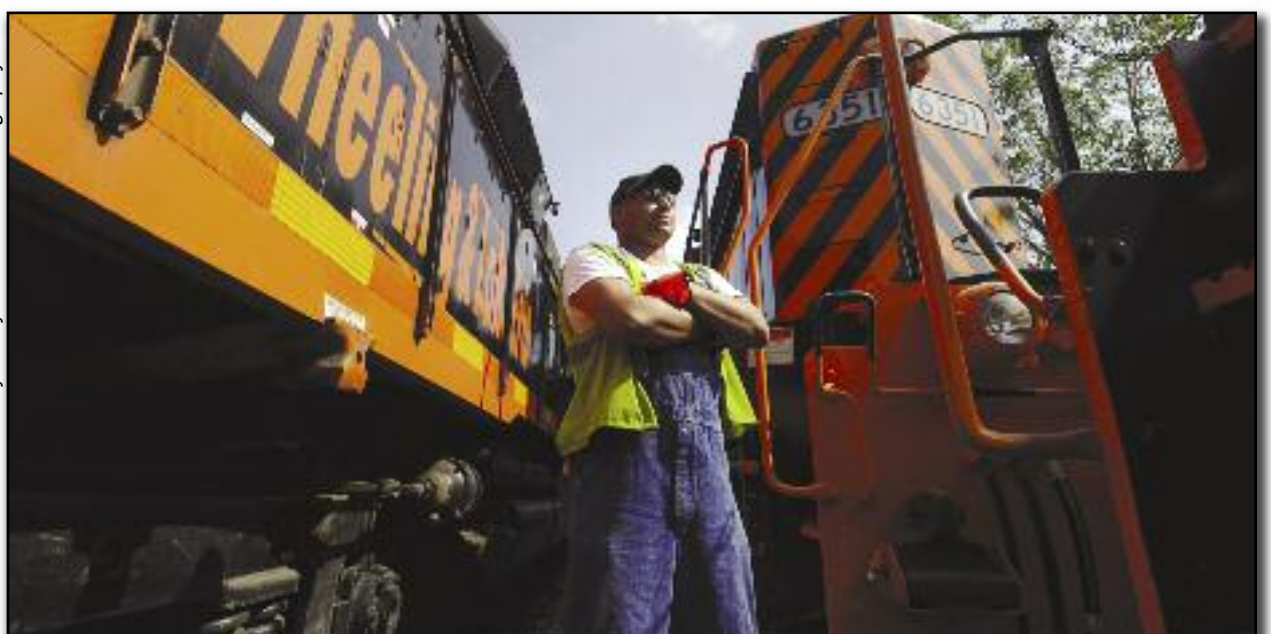


The FRA observes that such mixed-territory operation will require a higher level of vigilance by the train crew, including detailed knowledge of territory that can come only from intensive conductor training.

"This study supports what the UTU has been advocating: that conductor training standards, system safety plans, fatigue management and risk reduction must be given the highest priority by railroads to ensure safe operations," said National Legislative Director James Stem.

The FRA study emphasizes that the conductor's main task is to supervise overall operation and administration of the train, which involves communicating closely with the engineer regard-

Photo courtesy Henry A. Kosholek Photography LLC



ing upcoming signals and slow orders; alerting the engineer to hills, curves and grade crossings; monitoring the engineer's performance; providing backup as needed, and handling all radio communications and paperwork "so that the locomotive engineer can concentrate on operating the train.

"Knowledge of the territory provides the foundation for being able to operate safely and efficiently," FRA said. "Train crews need to develop

a detailed mental model of the physical territory in which they operate. This includes knowledge of territory grade, location of signals, milepost signs, grade crossing landmarks, sidings, switches and detectors, as well as knowledge of track layout of yards and location of industries."

Conductors also must "monitor the composition of their train consist relative to key elements

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## Previsich named GS&T; other officers elevated

UTU Assistant President and International Vice President John Previsich has been named to the additional post of UTU general secretary and treasurer (GS&T) by the UTU Board of Directors.



Previsich



Johnson



England



Ferguson



Leonard



Feltmeyer

Previsich also will continue handling assignments as an International vice president, but those assignments will be pared down given his new duties.

Previsich succeeds Kim Thompson, who retired as GS&T Dec. 31. UTU International Vice President Delbert Strunk had been elevated to that post, effective Jan. 1, but Strunk chose, instead, to retire Dec. 31.

The UTU Board of Directors made additional appointments:

- UTU Alternate Vice President Troy Johnson becomes an International vice president, succeeding International Vice President Paul Tibbit, who retired Dec. 1.

- UTU Alternate Vice President John England becomes an International vice president, filling a position vacated by Strunk.

### BofD also fills vice president, alternate VP positions

- Vice General Chairperson Jeremy Ferguson (CSX, GO 049) and General Chairperson Brent Leonard (Union Pacific, GO 953) become alternate vice presidents, filling the positions of alternate vice president vacated by Johnson and England.

Additionally, the United Transportation Union Insurance Association (UTUIA) Board of Directors elected Bruce Feltmeyer as general secretary and treasurer of UTUIA, succeeding Kim Thompson in that position.

Feltmeyer also holds the position of director of staff at the UTU International Headquarters in North Olmsted, Ohio.

Biographies of the new officers are available at [www.utu.org](http://www.utu.org) by clicking on "About the

UTU," then clicking on "Officers" and scrolling down to the names.

### Calendars, time books in the mail

The 2013 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 are being sent via UPS to all local secretaries and treasurers so they can distribute them to individual members at upcoming local meetings and at crew change points. Contact your local secretary or treasurer if you do not receive a copy.

Additionally, the 2013 edition of the UTU calendar has been mailed to all members of the UTU Alumni Association.

### Rail unemployment extended

The so-called fiscal cliff bill approved by the House and Senate Jan. 1 allows extended railroad unemployment benefits to continue through Dec. 31, 2013, with Congress appropriating \$250,000 to the Railroad Retirement Board to administer those extended benefits. The extension affects those railroaders out of work at least six months.



# Around the UTU

## Local 199, Creston, Iowa



Retired member **Bob Williams** dressed up as Santa Claus to participate in Creston's lighted Christmas parade. He is joined by, from left, Local Trustee **Rob Hull**, **Bruce Brown**, Iowa State Legislative Director **Jim Garrett** and a very excited Joyce Garrett, Jim's wife. Local Chairperson **Bill Vavra** reports that past President **Dick Snyder** made a terrific "UTU caboose" float and the UTU Auxiliary Creston's Voice Lodge 199 also had a float in the parade.

## Local 311, La Crosse, Wis.

UTUIA Field Supervisor **Ron Tokach** informs *UTU News* that **Randall Dibb**, 53, and son **Scott Dibb**, 23, hired out together Feb. 22, 2012, as conductors with BNSF Railway. Randall had worked previously in print sales and Scott had worked as an HVAC service technician. "Scott asked me some time ago what I thought about a career in the railroad industry, as some of his friends worked for the railroad. Well, it turned out to be a good fit for me as well," Randall said.

## Local 324, Seattle

The members of this local recognize former Local Chairperson **Kevin Allred**, who stepped down in December after 20 years of service to the membership. "Kevin's relentless care and devotion to our brothers and sisters has been unmatched. We will miss him as our NP local committee chairperson, but look forward to continued times with him in the ranks of our beloved UTU. Thank you, Kevin," said Secretary & Treasurer **Gregory M. Normand**.

## Local 593, Fond du Lac, Wis.

Local Secretary & Treasurer **Andy Hauck** thanks all who contributed to the Layla Jones Memorial Fund to assist the family of member **Larry Polk**, whose six-year-old stepdaughter, Layla Jones, was gunned down in a drive-by shooting. "Together we raised in excess of \$2,500 for the Polk family. The fund was operated without cost and therefore the Polk family received every penny donated," Hauck said.

## Local 600, Cumberland, Md.

The members of this local voted to support the striking members of Teamsters Local 453, who are employed by Potomac Farms Dairy in Cumberland, by providing a cookout for them Nov. 10 at the strike location, Maryland State Legislative Director **Larry Kasecamp** reports. The Teamsters had been on strike since early September. Teamsters Local 453 President **Larry Wolfe** expressed the strikers' sincere appreciation to Local 600 members for their support and generosity and reported that his members ratified a new contract Nov. 17, Kasecamp said.

## Local 872, Omaha, Neb.

Local Chairperson and Legislative Rep. **Lawrence Mozena** is now proud to represent more than just the members of this BNSF local. He was elected to the city council of Weeping Water, Neb., in the fall and was sworn in at a ceremony Dec. 10, State Legislative Director **Bob Borgeson** reports.

## Local 1059, Minot, N.D.

The family and friends of member **Mike Vannett** held a spaghetti dinner and silent auction Nov. 10 to aid the Vannett family after he was seriously injured in a multi-vehicle accident in July, Local Committee of Adjustment Secretary **Del Hust** reports. Vannett is still unable to work and the family is in need of financial assistance.



Amtrak conductor **Art Tram** takes a break aboard his train after organizing his 16th "Toys for Tots" campaign, which netted nearly \$45,000 and 3,000 toys for kids in need at Christmas.

## Conductor's crusade is about 'giving Christmas to children'

The primary goal of the Toys for Tots Program is to deliver, through a new toy at Christmas, a message of hope to less fortunate youngsters. That's been **Art Tram's** goal for the last 16 years, too.

An Amtrak conductor and member of Local 1470 at Edmonston, Md., Tram, 68, and others have organized and volunteered at a Toys for Tots collection point in Washington's Union Station since 1996.

Volunteers at the collection point are both Amtrak and MARC (Maryland Area Regional Commuter) train and engine employees and management.

"I was on the safety committee for our division in Washington, D.C., and members of the committee said 'let's do something for a family that couldn't afford Christmas,'" Tram said.

Unable to get the needed support for that idea, Tram said someone on the committee suggested collecting for the Toys for Tots program.

"We had to fill out an application to become an official Toys for Tots collector, and we were given permission," Tram said. "Our first year, we did this for one day, from 6 a.m. to noon. We've grown. This year, we went two days (Dec. 5-6) from 6 a.m. to 6 p.m."

Their collection has grown too, Tram said. This year, the Union Station collection point raised \$45,000 in cash and collected about 3,000 toys.

"It was the employees who started this on Amtrak and MARC," Tram said. "When it started getting big, that's when management wanted to get on board."

Like Santa, Tram has helpers. Members from the both the UTU and BLET have assisted in the campaign over the years. He was joined this year by fellow Local 1470 members and conductors **Joseph Meyer** and **Evelyn Winston**. And of course, the U.S. Marines.

Tram said the Marines use the money to buy big lots of toys at major toy stores. They also go through all of the toys collected to ensure that inappropriate toys such as guns or knives are removed.

It's all about giving.

"For me, it was about giving Christmas to children," Tram said. "I just want children to enjoy Christmas instead of being at home with nothing."

Direct donations to the Vannett family may be made to the Mike Vannett Benefit Fund at Klein-Bank, 301 Chestnut St., Chaska, MN 55318.

## Local 1117, Las Vegas

Nevada State Legislative Director and Local Legislative Rep. **Jason Doering** notes that the Nevada State Legislative Board has created a website at [www.nvsmart-union.org](http://www.nvsmart-union.org). The website has a link to the board's Facebook page at [www.facebook.com/nvslb](http://www.facebook.com/nvslb), which is updated regularly with news pertinent to UTU members.

## Local 1201, Stockton, Calif.

This local made a great contribution Oct. 26 at the 2012 Pink October "Scramble for a Cure" golf tournament, according to Secretary & Treasurer **Scott H. Brent**. "In past years, we have helped the less fortunate during the holidays with gifts, clothes and food. This year, we decided to reach out to families battling cancer. Several of our members participated in and volunteered at the tournament, with all proceeds given to struggling families for bills, food, transportation, clothing, hotel rooms or anything that families may need during this hard time," he said. The local also sponsored a "closest to the hole" contest and helped with the barbecue dinner.



Pictured at the "Scramble for the Cure" tournament, from left, are **Tyler Papworth**, **Chris Phillips**, **Robert Simpson**, **Ron Berg**, **Rod Rothenburg**, **Jeff Deem**, **Gary Gonsalves**, **John Dehart**, **Brian Watts**, and **Scott Brent**.

## Local 1202, Fort Wayne, Ind.

This Norfolk Southern local held its first ever UTU Rally Day Oct. 25 at Manchester University in Fort Wayne to discuss the history of the UTU and where the local and the union are headed, Local Chairperson **Gary Robison** reports. Robison served as a moderator for the rally, which included guest speakers International Vice President **Delbert Strunk**, General Chairperson **Jason Boswell**, UTUIA Field Supervisor **Greg Hale** and Designated Legal Counsel **Patrick Harrington**. Robison said the rally was expected to last just four hours, but went longer than six hours following an open-floor question-and-answer session. "I told them every member can make a difference if they dare to dream," Robison said. "The day was a great success. I thank all that helped and all that attended."



Local 1202 members applaud following the program presented by Local Chairperson **Gary Robison** and various guest speakers Oct. 25 at Manchester University.

## Local 1261, Atlanta

UTU member and Norfolk Southern employee **Steve Warren**, 56, died Nov. 12 after falling from a parked train in Macon, Ga., according to Bibb County Coroner **Leon Jones**. An autopsy to determine whether Warren suffered a fatal medical emergency that caused him to fall was inconclusive at the time. He is survived by his wife, **Delbra**, his daughter, **Stephanie**, son, **Jarrett**, and two grandchildren.

## Long Island RR GO 505

Days after super storm Sandy hit the New York tri-state area, General Chairperson **Anthony Simon** established the "UTU Hurricane Sandy Relief Fund" for Long Island Rail Road members in need, collecting more than \$9,000. On Dec. 14, all UTU LIRR locals transformed their annual holiday party to a Hurricane Sandy relief event. More than \$12,000 was raised and the fund totals more than \$21,000. Member and Sandy storm victim conductor **Dennis O'Driscoll** said, "It was amazing to see union members coming together for a great cause. This type of event demonstrates the true meaning of solidarity and helping one another. The UTU was there for me during my time of need."



# FRA targets cellphone distractions at work

Federal Railroad Administrator Joe Szabo joined UTU National Legislative Director James Stem and Illinois State Legislative Director Bob Guy recently to launch a program designed to eliminate distractions caused by the use of electronic devices in the workplace.

The “Courage to Care” program, started on Union Pacific, is simple: It’s okay to tell a fellow employee you’ve noticed him or her engaging in a distracting or unsafe work practice, like talking or texting on a cellphone.

“I have spent my entire career in the railroad industry, and I know firsthand how distractions can lead to danger,” Szabo said during a rollout of the new program at UP’s Proviso Yard. “That’s why I’m calling on all rail-industry employees to adopt a zero-tolerance position on using electronic devices while working, building an even stronger safety culture where workers can confidently depend on one another to keep everyone safe.”

“Addressing the use of electronic devices as a safety hazard requires integrity in the process, consistency in application to all employees and all devices, and common sense in the design of the process,” said Stem. “When we push the decision-making process down to the level of local employee representatives and local man-



Federal Railroad Administration leadership and organized labor meet recently at Union Pacific’s Proviso Yard near Chicago to launch a peer-to-peer effort to end mobile-phone distractions in the railroad workplace. Pictured (left to right) are SMART International Representative Charles Fraley; UTU/SMART Illinois Legislative Director Bob Guy; Federal Railroad Administrator Joe Szabo; FRA Associate Administrator for Safety Jo Strang, and UTU/SMART National Legislative Director James Stem.

agers, and a consensus-based approach, all hazards will be addressed.”

Stem compares this consensus-based approach to the success of Operation Redblock programs and the new model for success known as the Confidential Close Call Reporting system.

Stem also reminds members that in the event of a collision, derailment or fatality, one of the first actions taken by the National Transportation Safety Board is to pull the phone records of all crew members involved, as well as the phone records of crew members on other trains in the area of the event. “You don’t have to be directly involved to have your phone records examined by NTSB investigators,” Stem said.

“A good and safe practice,” Stem said, “is for all conductors and engineers starting their shift to show other crew members that they have turned off their cellphones.

“If rail labor and the carriers could work together to rid the industry of drugs and alcohol we certainly can work together to rid the industry of inappropriate use of electronic devices,” Stem said.

“USDOT has adopted the slogan ‘Just one text or call could wreck it all,’” Guy said. “That’s true whether you’re texting while driving a car or taking a phone call while manning a train.

“Fortunately, we railroaders have something most motorists lack,” he said. “We work in a crew. We have a fellow railroader alongside us who can

**“It’s our way of saying, I’ve got your back.”**

## Rail vision plan to be improved

Workers covered by the railroad employees’ national vision plan will soon see improvements in the program.

Effective Jan. 1, 2013, vision plan benefits formerly provided by VSP will be provided by EyeMed Vision Care.

Enhancements to the program include:

- A larger national network of providers, consisting of both independent and retail-affiliated providers;
- Five of the top six eye-care providers – LensCrafters, Pearle Vision, Sears Optical, Target Optical and JCPenney Optical – will participate in the program;
- Employees will receive identification cards to ensure eligibility and benefits;
- Those insured will enjoy greater discounts (40 percent versus the current 30 percent) on complete second pair purchases. There are no restrictions on how often or where an insured member can use the EyeMed additional-pairs discount; it applies at all in-network locations, at any time.



- Members are eligible for discounts on LASIK or PRK services;
- During 2013, each member can receive a \$60 discount on non-prescription Ray-Ban polarized sunglasses at participating providers. Visit [www.rayban.com](http://www.rayban.com) and click on “store providers” to locate a participating provider;
- A no-cost discount plan for early retirees will be introduced. This plan will not be a part of the Railroad Employees National Vision Plan but will provide early retirees with savings on eye exams and material purchases at EyeMed provider locations.

Workers covered by the vision-care plan should have received a postcard from EyeMed in November announcing the changeover.

Covered participants will receive ID cards, information on participating providers and a summary of benefits by mail in January.

## Do you know the Annual Percentage Rate for your credit card?

**Most people don’t... but you should!**



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Compare the APR you may be paying now to the low 9.25% APR\* for purchases with the Amalgamated Bank of Chicago Bank Card. If your statement shows a rate higher than 9.25% APR, you could save hundreds of dollars every year by switching to the Amalgamated Bank of Chicago Bank Card.

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\*Purchase Annual Percentage Rate (APR) is 9.25%, Cash Advance APR is 14.25%. The monthly periodic rates and corresponding APRs for each billing period may vary based on the prime rate published in the Wall Street Journal on the last business day of the preceding month. Transaction Fee Finance Charge for Advances: 3% of the advance, with a minimum fee of \$5.00. International Transaction Fee Finance Charge: 3% of transaction amount. Rates as of November 1, 2012.





# When members need help, we step up

For many of our brothers and sisters in the Northeast, much was washed away by Hurricane Sandy, but not their hope, their pride or their sense of duty.

Despite the flood of devastation that stole irreplaceable possessions, homes and automobiles – as it also devastated rail track, tunnels, passenger stations, signals, streets, power stations and rolling stock – UTU members on the front lines found their way to work to help protect equipment and restore service.

As their brothers and sisters, we should not ignore their hardship as they did not ignore the hardship of UTU brothers and sisters previously affected by Hurricane Katrina and Hurricane Isaac.

Helping each other is the core value of the union movement. As we march together, fight together and vote together for our job security, wages, benefits and working conditions, we also help each other in hours of need.

Almost \$100,000 has been contributed so far by active and retired members, locals, general committees, state boards and the UTU International to the relief fund, which bears the name of 2005 Hur-



## International President's Column

By Mike Futhey, International President



Photo courtesy NJ Transit

tides and high winds, with hundreds of our members losing possessions. Yet, they showed up for work to move equipment to higher

flooded, damaged and destroyed. Still, they reported for work and helped restore service.

Members employed by New Jersey

Transit had roofs blown from their houses and apartments, and suffered home and auto flood damage. Yet they did whatever was necessary to restore commuter service.

Members employed by Conrail in Northern New Jersey similarly suffered home and water damage, yet they also reported for work.

UTU-represented bus operators equally suffered, but were back behind the wheel when conditions permitted.

Incredibly, many of our members, personally devastated by the storm, reached into their own pockets to help purchase replacement toys for children in their communities who lost everything.

Let us now reach into our own pockets to help our brothers and sisters in distress who, nonetheless, never abandoned their responsibilities to keep the region moving by bus and train.

Contributions should be sent to:

**Hurricane Katrina Relief Fund, United Transportation Union, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.**

More information may be found at [www.utu.org](http://www.utu.org).

## Many members in the path of the storm lost roofs, cars, possessions, but not hope

ricane Katrina, a relief fund in place for this and future disasters affecting UTU members.

While the Sandy disaster is fading from the headlines, the needs of so many of our members remain and additional donations are needed.

Consider some of the hardships.

Long Island Rail Road suffered significant damage from surging

ground and restore service. For many UTU families, power and heat was non-existent for weeks after the storm, and precious hours were spent searching for functioning gasoline stations and waiting in line.

For members employed by Port Authority Trans Hudson (PATH), many had automobiles that were



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**For the latest news, visit [www.utu.org](http://www.utu.org); also, sign up on the UTU website to receive news alerts via email.**

# They hire you, then work to fire you

Discipline in the railroad industry is a curious business. I recall that when I first hired out, I was proud of my new employment. The railroad had selected me over other well-qualified applicants, and I was sent to school and provided extensive on-the-job training before being allowed to mark up.

I thought the railroad that hired and trained me actually valued a good, responsible employee who was loyal to the company and who wanted to give a fair day's work for a fair day's pay.

## I thought the railroad that hired me and trained me valued me as a good, responsible employee

And then I marked up. On my first trip for pay, we saw a burning fusee very close to the rail on the outside of the curve. Thanks to the engineer, we stopped short of the burning fusee, with plenty of room to spare.

Nonetheless, two company officers climbed on board and told us we got lucky this time, but maybe next time the fusee would be a little hard-

er to see or some other more difficult test might be coming our way. There was not a word of praise for the heads-up performance of the engi-

neer or a welcome aboard to the new guy.

After the officers left, I asked the engineer what that was all about. He said those were the local managers and they were forced by their supervisors to perform a number of efficiency tests each month and that some portion of those tests were required to be failures – that some superintendents actually required a

## Officers' Column

By Assistant President/Vice President  
General Secretary & Treasurer

**John Previsich**

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number of dismissals to ensure all of the other employees "got the message."

He said if a manager refused to comply with the requirements, that manager would be looking for another job real soon – that managers sometimes were under pressure to produce test failures and dismissals

with such directives, he had been released back to the ranks. I shared my thoughts about having a good relationship with the company and that throughout the entire employment and training process all involved stressed repeatedly how much the company valued me and wanted to keep me around. The engineer said, "Kid, those were the guys who hired you and you won't see them ever again. These are the guys that want to fire you, and they will be in your face every day until they are successful."

That exchange occurred more than 30 years ago, and I never was fired. But I did become a union officer, and learned a great deal about

## These are the guys that want to fire you, and they will be in your face every day until they are successful

without regard for the positive performance of the employees.

When asked how he knew about such matters, the engineer said he had been one of those managers, and as a result of his refusal to comply

how things work in a command and control environment.

In my next article we will explore how some things have changed, and how some things haven't changed at all.



# State Watch

## News from UTU State Legislative Boards

### Idaho

The UTU always leads the way in contract negotiations, protections and elections. Once again the UTU led the way when Idaho voters defeated a package of union-busting education laws, retired State Legislative Director **George Millward** reports.



Millward

"Idaho, being one of the reddest states, was attacked by a 90-percent Republican legislature and an out-of-touch governor who hates labor," Millward said.

"Combined, they passed bills that stripped teachers of any bargaining rights and recognition as a teachers' union.

"They also outsourced education to an out-of-state computer company.

"We, as union leaders, were banned from the legislative hearings, the public was banned from those same hearings and only supporters of the bills were allowed to speak.

"With the help of President Futhey and other UTU members, the Idaho Legislative Board was allowed to help those affected teachers and students by starting a state-wide fight to defeat all three of the laws.

"With help from the International UTU in Cleveland and Washington legislative office, we made mass mailings to Idaho active and retired members to vote 'NO' on these laws.

"Our UTU message was heard. We prevailed and we defeated all three of these laws by referendum vote.

"We are the greatest union in the country and for these reasons I am proud to be UTU," Millward said.

### Minnesota



State Legislative Director **Phil Qualy** and Paula Johnson, who serves as president of the local UTU Auxiliary lodge, recently met with Sen. Al Franken (D-Minn.) at a Democratic Farmer Labor conference.

"The UTU and Senator Al have been good friends going back decades," Qualy said. "We are looking ahead to 2014 election cycle with renewed optimism, and are nurturing new relationships with friends on both sides of aisle."

Qualy said he was currently developing a legislative agenda and asked members to submit ideas for state legislation through their local legislative representatives.

"We are looking forward to the 2014 election cycle and our continued support of Gov. Mark Dayton and Sen. Franken," Qualy said.

"I want to encourage each and every member of the UTU in Minnesota to join our Minnesota UTU-PAC," Qualy said. "Your modest contributions can be deducted monthly. UTU-PAC is an essential investment in your own future as a railroad worker. With many small contributions, we are one strong voice for rail labor in America. UTU PAC does not cost; it pays!"

### West Virginia

Former West Virginia State Legislative Director **George Williamson**, 74, died Nov. 28. Williamson served as state director from 1992 to 1999.



Williamson

Williamson retired after more than 30 years of service with Norfolk Southern. He was an engineer when he retired.

George owned and operated several businesses in addition to working on the railroad, including a bakery, George and

Sons, and a Radio Shack store in downtown Williamson.

He also will be remembered for the hundreds of free sandwiches he and his sons delivered to people throughout the area following the devastation of the 1977 flood of Williamson and the Tug Valley region.

"George was well known in government circles all over West Virginia and represented railroad workers with honesty and integrity," National Legislative Director James Stem said.

### Utah

State Legislative Director **Jay Seegmiller** lost his bid for Congress on Election Day, but in his loss there were some successes, he said.



Seegmiller

"The American working class is under attack. Working families are the backbone of the United States and the future of America. We, in organized labor, need to be more engaged with the political process" Seegmiller said.

"This includes not only registering to vote and voting, but also running for office. The anti-labor folks use their money, and the influence that money buys, to try and beat down the working class. We have something they do not have. We have numbers," he said.

## NS upgrades mammoth coal facility in Virginia



Norfolk Southern has completed a major upgrade of its Lamberts Point coal loading facility in Norfolk, Va., the largest and fastest facility of its kind in the Northern Hemisphere.

"Pier 6," as it's commonly known, transfers coal hauled by train from Appalachian coal fields to ships bound for destinations worldwide.

The railroad said the upgrade cost \$18 million and was completed on schedule over a 90-day period beginning in August.

The operation includes two pairs of dumpers. Each pair can flip two railcars of coal at a time onto a conveyor belt, which moves the coal to berthside loaders, big rolling structures that pour the coal into the holds of ships.

Until the Space Shuttle launch tower was built, the ship loaders were the largest pieces of moving machinery in the world. They stand 182-feet above water, operate on a 1,850 foot pier and dump coal directly into vessels.

Pier 6 can move 36 million tons of coal a year. It supports 550 jobs, has 220 miles of track and a capacity of 6,500 coal hoppers.

In January, it set a ship-loading record, stuffing nearly 160,000 net tons of coal onto a ship bound for China, completing the job in less than 48 hours.

Norfolk Southern's coal business, which includes serving a little more than 100 coal-generation plants, accounted for nearly a third of the company's total revenue last year, according to its 2011 annual report.



## Bus Department

By Bonnie Morr, vice president  
bonniemorr@sbcglobal.net

### We have friends in high places, thanks to UTU PAC

Sen. Patty Murray, a Democrat from Washington State, is the new chairperson of the Senate Budget Committee, which makes decisions on how much of the annual federal budget is available for transit.



Morr

As chairperson, Sen. Murray will set the agenda and tone of Senate Budget Committee hearings and have substantial influence on committee's Democratic majority.

We know Sen. Murray as a strong proponent of transportation investments and a friend of organized labor. One Capitol Hill insider commented that being committee chairperson "will put her in a very powerful position to craft the entire federal budget."

A veteran Seattle transportation journalist said Sen. Murray has a 20-year history in the Senate of supporting federal transportation appropriations for local transportation projects. Sen. Murray has consistently won endorsements from the UTU, and National Legislative Director James Stem and Alternate National Legislative Director John Risch have a close working relationship with her and her senior staff.

In this era of tight federal budgets and assaults on transit funding by conservative lawmakers, we will depend on labor-friendly and transit-friendly lawmakers such as Sen. Murray to defend and advance funding for local, state, regional and national transit funding.

November elections increased the number of labor-friendly members of the Senate and the House, and much of the credit goes to UTU members who contributed to the UTU PAC and who participated in get-out-the-vote drives nationwide.

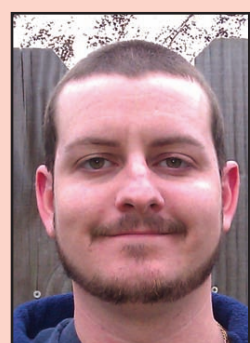




# UTU PAC Roll of Honor



## Your top-performing local legislative representatives



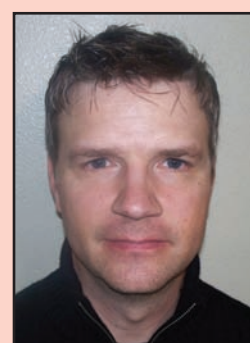
Jared Costello  
Local 1129



Bruce A. Przybylski  
Local 312



Scott Cole  
Local 278



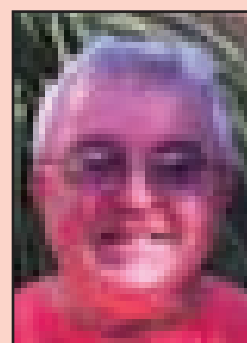
Curtis Schmitz  
Local 78



Scott Jones  
Local 1081



Kamron Saunders  
Local 508



Wilbur Witzel  
Local 31



Randy Utley  
Local 490



Adren Crawford  
Local 339



Russell Riley  
Local 891

**"The UTU PAC is how we help elect – and keep in office – labor-friendly lawmakers whose doors and ears are always open to our national and state legislative directors. The UTU PAC is an investment in your job security."** – UTU International President Mike Futhey

**"The UTU PAC is essential to our achieving legislative goals at the state and national level to benefit our members and their families. A dollar-a-day contribution pays substantial dividends."**

– UTU National Legislative Director James Stem

**You need lawmakers who understand your needs.  
You deserve a say in writing laws and regulations.  
Let your voice be heard; let your demands be known.  
Complete the pledge form below and mail it today.**



### UTU Political Action Committee Donation Form

24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333



I, (please print) \_\_\_\_\_, of Local \_\_\_\_\_, proudly pledge to UTU PAC the amount indicated below annually, to be pro-rated monthly and collected with my union dues.

☐ \$ \_\_\_\_\_ per year ☐ \$60 per year ☐ \$120 per year ☐ \$300 per year  
Bronze Club Silver Club Gold Club

☐ \$365 per year ☐ \$600 per year ☐ \$1,200 per year ☐ \$2,500 per year  
Diamond Club Platinum Club President's Circle

☐ I wish to contribute \$ \_\_\_\_\_ per month, or I would like to make a one-time contribution of \$ \_\_\_\_\_.  
(Please enclose a check to "UTU PAC" with this form.)

☐ I am a retired member of Local \_\_\_\_\_ and I still want to help my union. I am enclosing a contribution of \$ \_\_\_\_\_ to UTU PAC. (Please enclose a check to "UTU PAC" with this form.)

Signature \_\_\_\_\_ Effective date \_\_\_\_\_

UTU PAC reports are filed with the Federal Election Commission, 999 E St. N.W., Washington, DC 20463, and are available for inspection from that agency and appropriate state agencies. Contributions or gifts to UTU PAC are not deductible as charitable contributions for Federal income tax purposes.

## How does your state stack up?

(Average UTU PAC contributions per member per month)

Montana	6.74
Idaho	5.64
Arizona	5.17
Oregon	4.27
Wisconsin	4.23
New Mexico	4.07
Michigan	3.91
Nebraska	3.87
Arkansas	3.36
Wyoming	3.16
North Carolina	3.11
Minnesota	2.93
Colorado	2.92
Utah	2.91
Iowa	2.90
Indiana	2.87
Illinois	2.86
North Dakota	2.83
Missouri	2.78
District of Columbia	2.61
Kansas	2.49
Average	2.31
Texas	2.19
Louisiana	2.00
Tennessee	1.79
Oklahoma	1.77
California	1.68
Delaware	1.60
Virginia	1.58
Nevada	1.54
South Dakota	1.52
Florida	1.49
South Carolina	1.47
Washington	1.34
Maryland	1.32
New Jersey	1.31
Mississippi	1.19
Alabama	1.00
Georgia	.95
New England	.85
Kentucky	.81
West Virginia	.76
Alaska	.75
Pennsylvania	.73
Ohio	.66
New York	.30
Connecticut	.24

## Top Ten UTU PAC Locals

(Average UTU PAC contributions per member per month)

Local	City	Amount
1129	Raleigh, N.C.	\$19.03
	Jared Costello, legislative rep.	
312	Madison, Wis.	15.43
	Bruce A. Przybylski, legislative rep.	
278	Jackson, Mich.	14.62
	Scott Cole, legislative rep.	
78	Pocatello, Idaho	13.51
	Curtis Schmitz, legislative rep.	
1081	Glendale, Ariz.	12.20
	Scott Jones, legislative rep.	
508	Smithville, Texas	12.16
	Kamron Saunders, legislative rep.	
31	San Jose, Calif.	11.16
	Wilbur Witzel, legislative rep.	
490	Princeton, Ind.	11.02
	Randy Utley, legislative rep.	
339	Jackson, Tenn.	10.76
	Adren Crawford, legislative rep.	
891	Whitefish, Mont.	9.87
	Russell Riley, legislative rep.	

## Average UTU PAC contribution per member per month in dollars for 2011

Local	Amount	1502 Wildwood	.97	527 Coffeyville	1.16	Montana		Ohio		489 San Antonio	3.32
Alabama		1504 Sanford	2.10	533 Osawatomie	1.23	486 Glendive	3.75	2 Toledo	1.24	508 Smithville	12.16
598 Mobile	.09	1900 Miami	.00	707 Marysville	8.14	544 Havre	4.61	14 Cincinnati	.22	513 Gainesville	2.27
622 Birmingham	2.80	State average	1.49	763 Pittsburg	.24	730 Great Falls	4.61	138 Lima	1.06	524 Palestine	.92
762 Montgomery	2.45	Georgia		774 Atchison	1.13	891 Whitefish	9.87	145 Columbus	3.37	564 Cleburne	1.01
772 Sheffield	.23	511 Atlanta	2.77	794 Wellington	4.36	1840 Glasgow	8.72	225 Bellevue	1.81	569 Ennis	2.06
847 Birmingham	.53	535 Macon	1.07	1227 Wichita	1.51	State average	6.74	284 Cleveland	.56	594 Mineola	2.73
1053 Selma	.53	674 Augusta	.34	1409 Kansas City	1.52	7 North Platte	3.52	378 Cleveland	.06	756 San Antonio	1.99
1291 Birmingham	1.25	941 Columbus	.71	1503 Marysville	5.95	200 North Platte	4.29	421 Conneaut	1.25	773 Galveston	3.94
1887 Fairfield	.74	998 Waycross	.27	1532 Kansas City	2.51	257 Morrill	1.50	440 Sharonville	.00	818 Fort Worth	2.20
1972 Birmingham	.34	1031 Savannah	.54	State average	2.49	286 North Platte	7.23	496 Portsmouth	.46	821 Del Rio	1.17
State average	1.00	1033 Atlanta	1.49	Kentucky		305 Lincoln	3.27	586 Willard	.73	823 Big Spring	.72
Alaska		1245 Atlanta	1.79	376 Louisville	.40	367 Omaha	3.59	601 Crestline	.00	857 San Antonio	1.73
1626 Anchorage	.75	1261 Atlanta	1.14	573 Danville	1.27	626 McCook	5.09	792 Cleveland	.00	878 Greenville	1.39
State average	.75	1263 Valdosta	.94	630 Ashland	1.07	627 Wymore	5.79	860 Middleport	.05	923 Dalhart	.38
Arizona		1598 Manchester	.51	785 Paducah	.09	672 Wymore	5.79	991 Steubenville	.00	937 Mart	1.72
113 Winslow	5.95	1790 Fitzgerald	.56	1190 Ludlow	.79	872 Omaha	3.26	1376 Columbus	.00	940 Wichita Falls	3.13
807 Tucson	2.40	1910 Macon	.63	1310 Loyall	.71	934 Alliance	2.70	1397 Columbus	1.30	949 Sherman	.57
1081 Glendale	12.20	1971 Atlanta	.51	1315 Covington	.53	962 Alliance	2.28	1529 Walbridge	.67	953 Victoria	2.86
1629 Phoenix	3.77	State average	.95	1316 Ravenna	1.59	State average	3.87	1816 Toledo	.36	965 Dallas	1.68
1800 Tucson	1.56	Idaho		1328 Louisville	1.16	1816 Toledo	1.44	1928 Toledo	.50	1092 Teague	4.74
State average	5.17	78 Pocatello	13.51	1377 Russell	.73	1948 Youngstown	.36	1962 Toledo	.50	1205 Kingsville	.90
Arkansas		265 Pocatello	2.09	1389 Russell	.57	1117 Las Vegas	2.95	State average	.66	1313 Amarillo	2.49
221 North Little Rock	1.14	1058 Nampa	1.33	1567 Corbin	1.35	1775 Elko	.17	1524 Houston	.93	1571 El Paso	2.11
462 Pine Bluff	2.21	State average	5.64	1963 Louisville	.32	State average	1.54	1593 Brownwood	2.04	1670 Laredo	1.38
507 Van Buren	2.10	Illinois		State average	.81	New England States		1886 Houston	2.41	1892 Houston	.73
656 North Little Rock	1.10	168 Chicago	1.95	Louisiana		254 Fitchburg	.37	770 Heavener	.56	1904 Houston	3.04
733 DeQueen	4.15	171 Aurora	1.57	659 Leesville	1.13	262 Boston	2.36	894 Tulsa	1.20	1918 El Paso	1.71
950 West Memphis	9.49	195 Galesburg	2.72	781 Shreveport	2.50	352 West Springfield	.08	1016 Enid	2.82	1957 Silsbee	4.48
State average	3.36	196 Beardstown	4.30	976 Shreveport	1.82	587 Greenfield	.35	1188 Oklahoma City	1.60	1974 Fort Worth	1.40
California		198 Peoria	2.30	1066 New Orleans	.59	663 Bangor	.40	1289 Tulsa	.83	State average	2.19
23 Santa Cruz	1.52	234 Bloomington	9.61	1337 New Orleans	1.43	679 Attleboro	.01	State average	1.77		
31 San Jose	11.16	258 Rock Island	1.58	1458 Dequincy	2.73	898 Boston	.14	Oregon		Utah	
32 Glendale	.23	432 Champaign/Urbana	6.45	1501 Baton Rouge	4.65	1400 South Portland	.00	283 Portland	4.10	166 Salt Lake City	6.48
84 Los Angeles	2.39	445 Niotra	2.82	1545 Monroe	2.47	1462 Boston	3.44	471 Eugene	7.16	238 Ogden	1.86
98 San Luis Obispo	2.77	453 Clinton	3.61	1678 Minden	1.29	1473 Boston	1.32	473 La Grande	5.03	1294 Milford	1.94
100 Oakland	.57	469 Madison	3.84	1836 New Orleans	2.80	State average	.85	1573 Klamath Falls	2.37	1366 Salt Lake City	1.20
239 Oakland	1.49	528 Chicago	1.28	1947 Lake Charles	.64	State average		1574 Portland	1.42	1554 Ogden	3.10
240 Los Angeles	6.25	565 Centralia	7.40	State average	2.00	1841 Klamath Falls	5.56	State average	4.27	State average	2.91
492 Sacramento	6.62	577 Northlake	1.93	Maryland		60 Newark	1.74			Virginia	
694 Dunsuir	3.70	597 Des Plaines	1.83	430 Cumberland	.82	710 Newark	.17	61 Philadelphia	.82	48 Norfolk	.53
771 Needles	1.00	620 Chicago	2.17	454 Baltimore	1.21	759 Newark	.27	172 Darby	.00	363 Roanoke	.92
811 San Bernardino	3.29	653 Blue Island	2.29	600 Cumberland	.33	800 Jersey City	2.88	300 Philadelphia	.66	622 Richmond	.20
835 Bakersfield	1.36	740 Joliet	1.92	610 Baltimore	.61	1390 Trenton	.89	309 Altoona	.00	769 Roanoke	.76
1200 Portola	.55	768 Decatur	1.78	631 Brunswick	1.39	1413 Jersey City	.29	340 Connellsville	.33	854 Alexandria	1.60
1201 Stockton	1.27	979 Salem	.90	1470 Edmonston	3.77	1445 Newark	4.59	340 Connellsville	.33	864 Portsmouth	5.90
1241 Richmond	1.27	1003 Kankakee	1.34	1481 Baltimore	2.18	1447 Newark	.49	386 Reading	.57	924 Richmond	.95
1252 Fresno	.61	1083 Villa Grove	.69	1499 Baltimore	.21	1558 Bergenfield	1.61	498 Allentown	.84	971 Crewe	4.48
1422 Los Angeles	2.14	1258 Elgin	4.44	State average	1.32	1589 New Brunswick	.15	498 Allentown	.84	1601 Appalachia	.17
1496 Riverside	.00	1290 Chicago	5.33	Michigan		State average	1.31	Albion	.38	State average	1.58
1544 Maywood	3.06	1358 Danville	.38	72 Battle Creek	1.34	816 Harrisburg	.01	632 Altoona	.01		
1563 El Monte	1.35	1402 Dupo	1.90	278 Jackson	14.62	830 Harrisburg	.67	816 Harrisburg	.01	Washington	
1564 Los Angeles	1.54	1421 Franklin Park	5.15	313 Grand Rapids	6.96	1168 Clovis	2.70	838 Philadelphia	1.00	117 Vancouver	1.39
1565 West Hollywood	1.39	1423 Galesburg	1.50	320 Saginaw	2.30	1687 Belen	5.44	1006 Brownsville	.20	161 Seattle	.41
1570 Roseville	1.27	1433 Elmwood Park	.93	886 Marquette	3.69	State average	4.07	1074 Freeport	1.69	324 Seattle	2.00
1581 Bakersfield	1.56	1494 Chicago	3.62	1075 Trenton	4.52	1373 Philadelphia	1.98	1373 Philadelphia	1.98	426 Spokane	1.33
1584 Lancaster	.00	1525 Carbondale	3.53	1183 Port Huron	1.74	1374 New Castle	1.93	1374 New Castle	1.93	556 Tacoma	2.61
1607 Los Angeles	1.44	1534 Chicago	2.53	1438 Lincoln Park	.76	1375 Philadelphia	2.70	1375 Philadelphia	2.70	845 Seattle	3.06
1608 Chatsworth	2.16	1597 Chicago	4.91	1477 Dearborn	2.29	1379 Pittsburg	.45	1418 Conway	.07	855 Spokane	1.60
1674 Los Angeles	3.31	1883 Riverdale	1.75	1709 Pontiac	1.52	1418 Conway	.07	1594 Upper Darby	.96	977 Pasco	1.12
1694 Barstow	.50	1895 Chicago	2.45	1760 Detroit	3.28	153 Spring Valley	.00	1628 Pittsburgh	.31	1238 Vancouver	.32
1700 Perris	.00	1929 East St. Louis	1.75	State average	3.91	167 Spring Valley	.00	1722 York	.34	1348 Centralia	.79
1730 Richmond	.16	1973 Chicago	1.42	Minnesota		211 Binghamton	.28	State average	.73	1505 Spokane	1.14
1732 San Jose	1.32	State average	2.86	650 Minneapolis	3.16	212 Albany	.20	407 Charleston	2.93	1637 Wishram	.73
1741 San Francisco	.50	Indiana		911 Minneapolis	1.23	256 Watervliet	.39	793 Columbia	1.34	1713 Everett	.56
1770 Los Angeles	.80	6 Indianapolis	2.94	1000 Minneapolis	1.43	292 East Syracuse	.02	931 Greenville	.85	1977 Seattle	.75
1785 Santa Monica	.48	194 Elkhart	2.74	1067 Virginia	4.75	318 Hornell	1.36	942 Florence	.59	State average	1.34
1801 Martinez	.33	206 Peru	3.34	1175 Duluth	4.75	377 Salamanca	.00	970 Abbeville	.44	West Virginia	
1813 West Colton	.91	298 Garrett	3.78	1177 Willmar	1.86	394 Albany	.39	1814 Spartanburg	2.60	118 Hinton	.18
1846 West Colton	.97	333 North Vernon	.98	1292 Proctor	3.67	645 Babylon	.10	State average	1.47	504 Wheeling	.42
State average	1.68	383 New Albany	1.88	1614 St. Paul	1.16	722 Babylon	.44			605 Grafton	3.76
Colorado		490 Princeton	11.02	1976 St. Paul	.73	982 Rochester	.08			655 Bluefield	.16
40 Denver	.04	744 Frankfort	5.52	State average	2.93	1007 Syracuse	.08			915 Handley	.39
41 Denver	.00	904 Evansville	3.67	Mississippi		1370 New York	.74			1062 Huntington	.76
201 Trinidad	2.73	1202 Fort Wayne	1.09	427 McComb	1.95	1393 Buffalo	.43			1172 Mullens	.54
202 Denver	4.32	1381 Hammond	1.63	584 Meridian	1.31	1440 Staten Island	.30			1327 Peach Creek	.05
234 Pueblo	4.49	1383 Gary	.80	853 Amory	.81	1491 Port Jervis	.00			1386 Parkersburg	.27
500 Grand Junction	3.52	1518 Indianapolis	1.62	1088 Jackson	.48	1566 Buffalo	.23			1869 Williamson	1.04
945 LaJunta	4.13	1526 Michigan City	1.89	1334 Hattiesburg	1.37	1582 Albany	.34			State average	.76
1136 Sterling	4.17	1548 Indianapolis	2.52	State average	1.19	1831 Babylon	.22				
State average	2.92	1620 Elkhart	2.44			1908 Buffalo	.01				
Connecticut		1663 Indianapolis	1.00			1951 Albany	.40				
277 Hartford	.00	State average	2.87			1978 New York	.19				
328 New Haven	.11	Iowa				State average	.30				
1361 New Haven	.52	17 Marshalltown	7.01								
1672 New London	.31	199 Creston	.99								
State average	.24	228 Cedar Rapids	.99								
Delaware		306 Eagle Grove	2.57								
1378 Wilmington	1.60	316 Clinton	1.82								
State average	1.60	329 Boone	1.71								
District of Columbia		418 Sioux City	2.46								
1522 Washington	2.20	493 Waterloo	3.72								
1933 Washington	3.02	646 Council Bluffs	2.57								
State average	2.61	867 Des Moines	3.16								
Florida		State average	2.90								
30 Jacksonville	4.16	Kansas									
903 Jacksonville	.78	44 Phillipsburg	1.61								
1035 Lakeland	.06	44 Kansas City	3.21								
1138 Miami	3.68	464 Arkansas City	1.58								
1221 Tampa	1.23	477 Newton	1.71								
1312 Pensacola	.41	495 Salina	2.23								
		506 Herington	1.93								



UTU

Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

# UTU Alumni Association serves retirees

The UTU Alumni Association was created in 1976 to serve the retired members of the United Transportation Union.

The program had over the years been called both the UTU Retiree Program and the UTU for Life program. This program has no relation to lifetime UTU membership, which is awarded when a member retires in good standing.

The UTU Alumni Association is a voluntary, money-saving program for transportation retirees from all crafts.

UTU Alumni Association members enjoy the many benefits shown at the right.

The UTU Alumni Association is under the direction of retired Florida State Legislative Director **Carl Cochran**, who works every day to make sure the program serves the retired members of this union.

As a retired state director, Cochran is also in touch with state and national lawmakers who hold sway over Railroad Retirement.

He is an important aide to the UTU's Legislative Department in protecting and improving this vital program.

Retired UTU members in the U.S. and Canada, as well as those individuals nearing retirement or interested in pension and other issues affecting transportation-labor families, are invited to participate in the UTU Alumni Association.

With annual dues set at only \$9 (U.S.) per year, membership in this fast-growing program doesn't cost – it pays!

Check out the **UTU Alumni Association** page on [www.utu.org](http://www.utu.org).



## The UTU Alumni Association offers these benefits:

- **The *UTU News***, the official publication of the UTU, covering items of interest to retired and active members, including developments affecting Railroad Retirement pensions;
- **Automatic listing in *The Final Call***, the notice of recent deaths carried in the *UTU News*, as shown below;
- **A UTU Alumni Association baseball-style cap** with embroidered logo;
- **An annual full-size UTU wall calendar**, featuring beautiful transportation photos;
- **Membership in the nearest Alumni Association chapter**. There are 17 chapters currently holding meetings throughout the U.S. and Canada;
- **Discounts on car rentals** from National Car Rental in the U.S. and Canada;
- **Discounts at popular lodging chains**, such as Wyndham Hotels and Resorts, Days Inns, Red Roof Inns, and Super 8;
- **Discounts on cellular telephones and services from AT&T**;
- **An important documents folder** for keeping insurance policies, stock certificates;
- **A 41-page UTU/UTUIA Assets Manager** to keep track of financial information;
- **A 36-page UTU/UTUIA Medical Manager** for important medical information;
- **Automatic enrollment in the UTU Travelers' Club**, which sponsors world-wide excursions at affordable, group rates;
- **Discounts on railroad art by noted railroad artist "Scotty."**

## UTU Alumni Association application

(Please print)

Name \_\_\_\_\_ Local \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State/Province \_\_\_\_\_ ZIP \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

I wish to join the *UTU Alumni Association*. Enclosed is a check or money order payable to "UTU Alumni Association" in the amount of \$9.00 (U.S.) for one year's dues.

Return with check to **UTU Alumni Association, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333**

## THE FINAL CALL

Following are the names of recently deceased members who maintained annual membership in the UTU Alumni Association, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Alumni Association members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
1	Bowers, Larry O.	Dearborn, Mich.	498	Blum, Donald J.	Hummelstown, Pa.	1092	Red, Leslie Y.	Teague, Texas
6	Meade, Jerome M.	DeGraff, Ohio	525	Noel, Anthony	Thief River Falls, Minn.	1177	Murphy, Allen P.	Willmar, Minn.
243	Renner, Carl D.	Fort Worth, Texas	556	Mahoney, R.E.	Tacoma, Wash.	1279	Gruber, Frank	Greybull, Wyo.
256	Anzalone, Joseph S.	St. Cloud, Fla.	631	Nave, Robert E.	Cumberland, Md.	1293	Pastoret, Eugene L.	South Range, Wis.
265	Friedel, Walter E.	Inkom, Idaho	663	Dumond, Clarence G.	Fort Kent, Maine	1344	Dunn, Bert J.	Jamestown, N.D.
265	Wallentine, Cloyd C.	Paris, Idaho	663	Larrabee, Roland	Brownville Jct., Maine	1361	Torrey, Donald J.	Gordonsville, Va.
281	Losey, Arthur G.	Sussex, Wis.	663	Stanhope, Harry H.	Limestone, Maine	1366	Lashlee, James T.	Old Fort, Tenn.
306	Parks, James B.	Manly, Iowa	733	Mangum, Earl E.	Texarkana, Texas	1386	Terry, Russell	Powell, Ohio
331	Caffey, Orale U.	Temple, Texas	771	Richards, Ronald D.	Needles, Calif.	1400	Maclearn, Rodney E.	Yarmouth, Maine
338	Wall, Arie L.	Rossville, Ga.	783	Harlow, Walter L.	Madison Heights, Va.	1402	Roth, Robert A.	Chester, Ill.
353	Maslak, Peter	London, Ont.	811	Denny, Richard L.	Reno, Nev.	1420	Branham, Dewey G.	Memphis, Tenn.
363	Akers, Lorin L.	Fort Mill, S.C.	830	Brown Sr., Charles R.	Chambersburg, Pa.	1518	Barnes, Alvin R.	Pittsboro, Ind.
367	Galiher, Eileen M.	Council Bluffs, Iowa	886	Basso, Kenneth J.	Norway, Mich.	1529	Montague, Harold B.	Maumee, Ohio
386	Delay, Joseph F.	Jim Thorpe, Pa.	915	Winfree, Robert A.	Charleston, W. Va.	1557	Seamans, Jeff L.	Memphis, Tenn.
427	Smith, J.W.	McComb, Miss.	924	Mercer, Russell A.	Chesterfield, Va.	1785	Marks, Lonnie P.	Las Vegas, Nev.
432	Stumborg, Robert L.	Champaign, Ill.	1042	Lambert, Gilbert L.	Newalla, Okla.	1869	Williamson, George	Williamson, W. Va.
464	Burkarth, Don L.	Arkansas City, Kan.	1075	Hutchinson, William A.	Flat Rock, Mich.	1962	Baldrige Jr., Kermit	Paintsville, Ky.
469	Mills, Charles R.	Kingston, Mo.	1075	Vandeveld, George G.	Monroe, Mich.	1974	Cummings, Curtis	North Little Rock, Ark.

# Transfer your IRA to the UTUIA and stop worrying

## Relax. Your investment is in good hands

Members who can count on a pension program, as well as Railroad Retirement, Social Security, CalPERS or a similar benefit program, are two-thirds of the way to financial security. To complete the picture, **experts agree some kind of investment income is needed.**

**The UTU Insurance Association (UTUIA) provides members and their families with three great options specifically designed with retirement in mind.** “All three products have a guaranteed minimum interest rate that, unlike the stock market, ensures that your investment will never decrease in value,” said UTUIA Executive Director Tony Martella.

These three products (**currently yielding 2.25 percent!**) include the **Roth and Traditional IRA, and a Flexible Premium Annuity.** Interest earned is tax-deferred until such time as you start making withdrawals, which enhances growth potential. Providing certain conditions are met, interest earned in a Roth IRA will be tax free upon withdrawal.

**Transferring an existing IRA to the UTUIA is simple. Just call the UTUIA at (800) 558-8842 and we will get you started.**

Remember, the UTUIA is dedicated to serving union members and their families. Unlike other insurance companies, UTUIA does not engage in anti-union activities. When you call the UTUIA, you get a real person on the telephone, not a computer.

**For more information, complete and mail the coupon at right or call the UTUIA, toll-free, at (800) 558-8842, or log onto [www.utuia.org](http://www.utuia.org).**



### Information, please



I would like more information on UTUIA's annuities.

Please print

Full name	Date of birth	UTU local number
Address	City	State
Telephone number with area code	ZIP	Sex Male <input type="checkbox"/> Female <input type="checkbox"/>

Complete and mail to: UTUIA, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333 12/12

**Call or email today:  
(800) 558-8842  
[info@utuia.org](mailto:info@utuia.org)**

# UTUIA seeks 2013 volunteer of the year

The United Transportation Union Insurance Association is looking for a special person to honor as its 2013 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, the UTUIA would like to know about it. A panel of judges at the UTU International will review all submissions and select the 2013 volunteer of the year.

**The individual selected as UTUIA volunteer of the year will receive a \$1,000 UTUIA annuity and a plaque of appreciation from the UTUIA.**

Additionally, he or she will be honored at the 2013 UTU/UTUIA regional meeting nearest his or her home, with all expenses paid by the UTUIA.

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

Nominations must be received or postmarked by March 31.

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

The 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 an opportunity for the men and women of the UTUIA to let their fraternal lights shine.

It also provides an opportunity for the UTUIA to recognize its volunteers for their outstanding contributions to others.

Nomination forms should be mailed to: UTUIA Volunteer of the Year, Attn.: Tony Martella, Executive Director of Business Operations and Insurance, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

Do not forget to include a separate sheet of paper describing the applicant's volunteer activities.

## UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION 2013 Volunteer of the Year Nomination Form

Name	Local	
Address		
City	State	ZIP
Telephone number	Dates of volunteer activities	
<input type="checkbox"/> Weekly <input type="checkbox"/> Monthly	\$	
Total volunteer time (hours, minutes)	Value of contribution (if applicable)	

Please attach a separate sheet describing volunteer activities.  
The more documentation you can provide, the better. 1/13

RETURN TO: UTUIA, 24950 COUNTRY CLUB BLVD., SUITE 340, NORTH OLMSTED, OH 44070-5333



# UTU testifies in support of Amtrak improvements

"Every Amtrak employee should be placed in a productive position that supports the needs of customer service and managed growth of operations," National Legislative Director James Stem told Congress Nov. 28.

"Amtrak operating crews are among the most productive workers in that system and our members are ready and eager to work," he said in testimony before the House Transportation and Infrastructure Committee.

"Assign us a train and provide for instructions and where to go, and our members will show up for duty and get Amtrak passengers to their destinations safely and on time. We in labor are Amtrak's partners," Stem said.

## Amtrak needs consistent multi-year funding to succeed

Stem praised Amtrak's Next Generation Plan that "provides a road map for improved service and identifies the funding requirements. But for us to succeed, Congress must provide Amtrak with consistent and predictable multi-year funding for modernization and capacity upgrades."

Amtrak's Next Generation Plan for the Northeast Corridor will cut the transit time in half between Washington, D.C.'s, Union Station and New York's Penn Station, as well as between New York and Boston.

"What Amtrak really needs is dramatic increases in capital investments," Stem said. "Capital spending to increase speeds and upgrade Amtrak's infrastructure is the ticket to transporting Americans in a cost-effective and energy-efficient manner."

Stem reminded lawmakers that "Amtrak also



National Legislative Director James Stem, right, testifies before the House Transportation and Infrastructure Committee Nov. 28 with Amtrak President and CEO Joseph Boardman, left, and Amtrak Inspector General Theodore Alves.

plays a central role in financing Railroad Retirement, which is a self-funding pension, unemployment and disability benefit program that

covers almost one million active and retired railroad workers. Changes in the financial treatment of Amtrak, such as significant funding cuts or passenger rail privatization, could jeopardize the solvency of the system.

"Americans want a national intercity rail passenger network, and Amtrak is uniquely able to fill that need. Highways and commercial aviation will not alone meet the nation's future passenger transportation needs and demands.

"The coordination of air and rail passenger services should be mandated to free more air slots and provide timely rail services for shorter travel distances," Stem said.

Stem also made clear labor's "full support for the expansion of our freight rail capacity. Amtrak and our freight railroads work together as partners and both have capacity needs that can be mutual goals. We support the expansion of Amtrak services and understand that this expansion must also address the capacity needs of our freight rail partners."

## FRA supports two-person rail crews

*Continued from page 1*

in the environment," says the report. "For example, they need to maintain awareness of the location of the front and back of the train relative to grade crossings or speed restriction zones [and] whether their train will fit without blocking a crossing" as well as knowledge of high and wide cars and clearances and parallel track meets.

A conductor must be "a problem solver," FRA said, because "conductors routinely confront novel situations where they perform mental simulations to identify a correct solution. This skill develops with experience."

For a conductor to perform at his or her highest level of skill, "it can take up to five years' experience to gain sufficient experience to become a confident, expert conductor," FRA said.

### UTU monitoring railroads' conductor-certification plans

"Too much is at stake in terms of safety of the operation to permit short-cutting of experience and training," said Stem.

The FRA endorses a combination of classroom training with on-the-job training, assuring that students spend time in the classroom learning, go out in the field to apply what they learned, and then return to the classroom to be tested. Proficiency-based training with incremental blocks of training and testing before advancing is based on the science of knowledge transfer, it said.

Regulations for conductor certification adopt many of these conclusions. This report confirms that territorial qualifications are an integral part of the functions of conductors and engineers and must be addressed as such. If the conductor has not obtained the necessary qualifications on a territory, a certified conductor with those qualifications must be added to the crew as a pilot.

Other conclusions in the study are that the

operating crew must function as a team to properly manage the multiple safety requirements on a moving train, and the judgment of the operating crew is the most important safety appliance.

The UTU is monitoring closely railroad conductor-certification plans, opposing one railroad's plan to provide a pilot for territorial qualifications only for conductors who have not traveled over a territory for 36 months, rather than the 12 months required in current agreements. Some territories are so complex that operating crews are required to update their territorial qualifications every six months.

"The UTU will not permit a tortured interpretation of congressional and FRA intent, and will work to ensure every railroad follows the letter and intent of the law and regulations for certifying conductors," International President Mike Futhey said.

"The railroads tried to supersede 50 years of collective bargaining success with their filing on conductor certification. The UTU did not allow a new safety regulation to change the many common-sense solutions that have been implemented during the past five decades," Futhey said. "This report fully bolsters our position."

To read the full report, go to [www.utu.org](http://www.utu.org), click on the "Safety" line in the grey bar at the top of the page, and then click on "Engineer and Conductor Certification" under "Important Issues." Then click on "FRA: Intensive conductor training essential" and scroll to the bottom of the article for a link to the full report.

## Birmingham Terminal workers vote SMART

Train and engine employees on Birmingham Terminal Railway – a Watco property – have voted to be represented by the SMART Transportation Division.

Rich Ross, SMART Transportation Division's director of organizing, thanked Alabama State

Legislative Director Neil Elders and International organizers Mike Lewis and Calvin Studivant for their efforts. Also assisting in the organizing drive were Local 622 (Birmingham, Ala.) Chairperson Justin Humphries and Vice Local Chairperson Jacob Lane, whom Ross praised for "their dedication and hard work during this campaign." Ross also thanked International staff member Cara McGinty for her assistance.

Formerly known as Birmingham Southern Railroad, the 76-mile line provides service to more than 30 customers in the Birmingham, Ala., region, and connects with BNSF, CSX and Norfolk Southern.



## Union Plus offers \$150k in scholarships

Applications are available for the 2013 Union Plus Scholarship Program, which provides \$150,000 in scholarships to union members, their spouses and dependants.

The application process is entirely online, allowing students to complete their application over time and save their responses. Deadline to apply is Jan. 31.

Apply at: [www.unionplus.org/college-education-financing/union-plus-scholarship](http://www.unionplus.org/college-education-financing/union-plus-scholarship).

This is a competitive scholarship. Applicants are evaluated according to academic ability, social awareness, financial need and appreciation of labor. A GPA of 3.0 or higher is recommended. The required essay can account for up to half the total score.

Scholarship amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the fall of 2013. Students may re-apply each year.

### Amtrak negotiations

UTU-represented conductors and yardmasters on Amtrak are currently in mediation with regard to an amended wage, benefits and working conditions agreement.

The UTU and Amtrak are far apart on a few difficult issues.

At this time, the parties are exploring alternative methods of interest-based resolution. This may or may not work. The UTU and Amtrak have an accelerated schedule with dates in January.

It will be known at the end of these sessions whether this approach has any hope of success, or if it will be necessary to go down the traditional path of self-help under provisions of the Railway Labor Act.

## UTU needs your photos

**The UTU International is seeking good railroad, bus and airline photos, taken by its members, for the annual calendar and other uses.**

**High-resolution digital photographs should be emailed to "news\_td@smart-union.org."**

**Printed photographs should be mailed to UTU News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.**

**Include the photographer's name and local number, the name(s) of the person(s) in the photo (left to right) and any other information.**

**All photographs submitted become property of the UTU.**







# UTUIA SCHOLARSHIP: A KEY TO SUCCESS



## DISTRIBUTION

Fifty continuing \$500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are pro-rated according to the number of UTU members in each of nine districts. The names of the 50 scholarship winners for the academic year 2013/2014 will be drawn at UTUIA headquarters in North Olmsted after the March 31 deadline for submission of applications.

## ELIGIBILITY

Requirements of a UTUIA scholarship applicant are that he or she be a U.S. citizen, at least a high school senior or equivalent, and age 25 or under.

**Applicants must be associated with the UTUIA by either owning a UTUIA insurance policy, or by being the child or grandchild of a current UTUIA policyholder. Scholarship applicants must also be associated with the UTU by belonging to the union, or by being the child or grandchild of an active or lifetime UTU member.**

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.

Previous scholarship winners are exempt from the new UTUIA policyholder connection requirement; they may renew their annual scholarship if otherwise eligible. This exemption is for the renewal of existing scholarships only, and all new applicants must meet the UTUIA and UTU association requirements above.

## 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 & treasurer.

### A message from SMART Transportation Division President Mike Futhey

Education is the key to success, and 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 39th 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."



*Mike Futhey, Jr.*

Mike Futhey, President  
SMART Transportation Division

## UTUIA SCHOLARSHIP APPLICATION FORM 2013/2014

(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.)

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

OCCUPATION \_\_\_\_\_

EMPLOYER \_\_\_\_\_

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

COLLEGE YEAR, 2013-2014 ☐ FRESHMAN ☐ SOPHOMORE ☐ JUNIOR ☐ SENIOR

SIGNATURE OF STUDENT \_\_\_\_\_

SIGNATURE OF MEMBER \_\_\_\_\_

(Please include date of death if member is deceased.)

Applications must be received **no later than March 31, 2013**. 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, call (216) 228-9400, ext. 3015, or email "amartinez@smart-union.org." Please include your UTU local number with all requests. Complete the form above, cut it out and mail to:

**UTUIA Scholarship Program**  
**United Transportation Union Insurance Association**  
**24950 Country Club Blvd., Suite 340**  
**North Olmsted, OH 44070-5333**

UTUIA SCHOLARSHIP DISTRICTS		
District		Scholarships
1	Connecticut, Maine, Massachusetts, New Hampshire New York, Rhode Island, Vermont	4
2	Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania	5
3	Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia	11
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	6
9	Alaska, Idaho, Montana, Oregon, Washington, Wyoming	3







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Please recycle

## Photo of the month

The UTU International is always looking for good photos, and awards UTU gear to monthly photo winners.

The UTU seeks photographs or digital images 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, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

High-resolution digital photographs should be in the JPEG format and emailed to "news\_td@smart-union.org".

With each photograph, please include your name and UTU local number, the names of the persons in the photo (left to right), where the photo was taken, and all other pertinent information.

All photographs submitted become property of the UTU.

Remember to review your employer's policies regarding use of cameras on the property or during work hours.



This photo was taken in 1996 by retired Southern Pacific conductor **Don Brackeen** of Local 835, Bakersfield, Calif. "I was working out of Bakersfield when I took this photo of an eastbound train approaching Canyon Siding," Brackeen said. "The train was on its way to the West Colton, Calif., classification yard."



The Official Publication of the United Transportation Union

## UTU PAC offers President's Circle

The importance of participation in the UTU PAC cannot be overemphasized, especially in these times of political division.

For better or worse, federal and state lawmakers have significant influence over our wages, benefits, job security and working conditions.

And if we want higher wages, better benefits, more job security and safer working conditions, then we need to elect lawmakers who understand these issues and who are sympathetic to our pleas.

To further that end, the UTU PAC has established a new standard of giving: the President's Circle.

Anyone who donates \$2,500 or more per year to UTU PAC is a member of the President's Circle.

Currently, more than 70 individuals contribute to UTU PAC at the President's Circle level, including many general chairpersons and state legislative directors.

Other club levels within UTU PAC are Platinum Club (those donating \$1,200 per year or more); Diamond Club (\$600); Dollar-A-Day Club (\$365); Gold Club (\$300); Silver Club (\$120) and Bronze Club (\$60).

"Just as this last election cycle proved, for our voices to be heard when laws and regulations are enacted, we must

work for, and financially aid, candidates whom we feel are capable and knowledgeable and who recognize the problems that affect airline, bus, rail and transit workers.

"Honestly, the best way to help elect representatives that understand the concerns of UTU members and their families is by contributing to UTU PAC," Futhey said.

By law, UTU PAC relies solely on voluntary contributions from UTU members. Contributions are then used to provide financial assistance to the campaigns of federal and state candidates who will work to pass legislation that protects and promotes air, bus, rail and transit issues of importance to UTU members.

- UTU PAC contributions can be started, stopped or increased anytime, and they are deducted automatically from your paycheck.

- UTU PAC contributions also may be made on a one-time basis by check, anytime, by active members and retirees who seek a more responsive government.

- UTU PAC contributes to qualified state and national political candidates, regardless of party affiliation.

- UTU PAC has more than 17,000 members across the country. They welcome your support and investment in the future of our great nation.



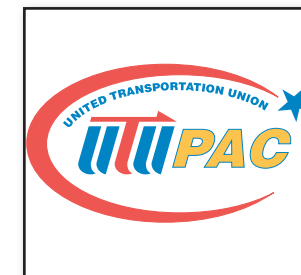
## Inside this issue of the *UTU News*:



Amtrak conductor Art Tram helped gather toys for tots. See page 2.



FRA rolls out program targeting cellphone distractions. See page 3.



How'd your local compare in UTU PAC donations? See pages 6 & 7.



The official UTUIA scholarship application form can be found on page 11.