



UTU News

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The Official Publication of the United Transportation Union

Members vote on national rail contract

The proposed national rail contract is now in the hands of more than 38,000 members employed by BNSF, CSX, Kansas City Southern, Norfolk Southern, Soo Line, Union Pacific and numerous regional railroads represented at the bargaining table by the National Carriers' Conference Committee.

Voting is by craft under the craft-autonomy provisions of the UTU Constitution. Crafts voting are brakeman, conductor, engineer, fireman, yardman and yardmaster.

Members will vote based on the craft in which they worked on the day previous to ballots being mailed. Voting packages provide instructions on how to cast ballots by telephone, as well as the dates of the 21-day period for voting.

Members vote by craft as directed by UTU Constitution

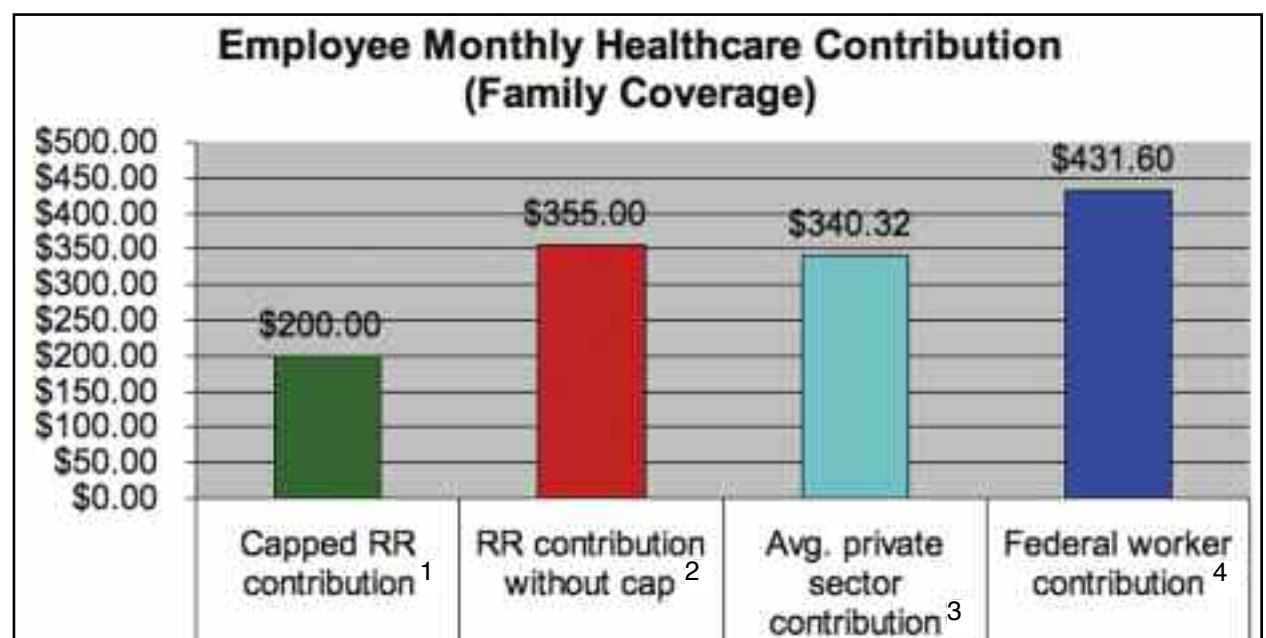
Voting results, tabulated by BallotPoint, will be reported at www.utu.org when received from BallotPoint, which is expected the day voting is closed.

If you have not received a voting package by mid-August, and think you are eligible to vote on the national rail agreement, call the UTU International at (216) 228-9400 and say you are calling about a voting package not received.

In addition to studying materials in the voting package, affected members with computer access should visit the UTU website at www.utu.org and click on the "National Rail Contract" button toward the lower right corner, for comprehensive information on this proposed agreement, beginning with the cross-service of Section 6 notices in November 2009.

The UTU National Rail Contract Negotiating Committee stresses the following:

- The 17 percent wage increase is substan-



[1] Capped railroad contribution, under proposed national rail agreement, Jan. 1, 2011, through June 30, 2016, if ratified

[2] Railroad contribution estimated for 2015, based on existing national agreement provisions, if not ratified

[3] Current average private sector employee contribution from Bureau of Labor Statistics

[4] Current federal worker contribution from Blue Cross/Blue Shield Standard Option

tially higher than the rate of price inflation in 2010 and 2011, and the Department of Labor's estimate of price inflation in subsequent years.

- The wage increase actually is 18.24 percent compounded, because each annual sequential wage increase is computed on the wage base increased by the previous year's wage increase.

- This agreement exceeds the level of price inflation by more than any other national UTU contract in the past 40 years.

- Price inflation, as computed by the Department of Labor, includes increases in costs of housing, food, autos, gasoline, clothing and other consumer goods and services. Wages that exceed price inflation provide members with greater everyday purchasing power.

- The \$200 monthly cap on health care contributions assures that members will pay considerably less than is being paid by federal workers and workers in the private sector. Federal workers, for example, currently pay more than \$430 monthly in health care insurance contributions,

Continued on page 2

UTU convention set for Aug. 8-12

The UTU's 11th quadrennial convention will be held Aug. 8-12 in Hollywood, Fla., where one delegate from each of the UTU's 509 locals will cast ballots to elect an International president, assistant president, general secretary & treasurer, national legislative director, seven International vice presidents and eight alternate vice presidents and an alternate national legislative director.

Also to be elected are members of the board of appeals, executive board, and their alternates.

The holding of the convention and procedures for election are provided for in the UTU Constitution. It is available for viewing at www.utu.org by clicking on the "Documents" tab at the top of the home page, and then scrolling down and clicking on "UTU Constitution."

Results of the elections will be posted at www.utu.org. Elected officers and alternates will take office Jan. 1, 2012.

Per an arbitrator's ruling in the pending litigation and arbitration of whether the merger agreement between the UTU and the Sheet Metal

Workers International Association (SMWIA) is an enforceable agreement, a parallel election will be held for officers of the Sheet Metal, Air, Rail and Transportation (SMART) Workers Union.

Arbitrator Michael Gottesman required that "if SMWIA so requests," the UTU convention will hold separate elections for officers of UTU and of SMART. SMWIA General President Joe Nigro has so requested.

Accordingly, after nominations for each UTU officer position is closed and the election completed, nominations and elections for the corresponding SMART officer positions will be opened.

Gottesman was named to arbitrate the dispute following a March 4 ruling of Federal District Court Judge John Bates. A ruling by Gottesman is not expected before September.

Judge Bates said a separate action by several UTU members challenging the validity of the merger is not within the arbitrator's jurisdiction and he would delay a ruling on that complaint pending the arbitration's outcome.

Amtrak general committee gets new chairperson

Dirk Sampson has taken over as acting general chairperson of Amtrak general committee GO 769 in the wake of the death of Roger Lenfest, age 65, who died July 10 following a short illness.

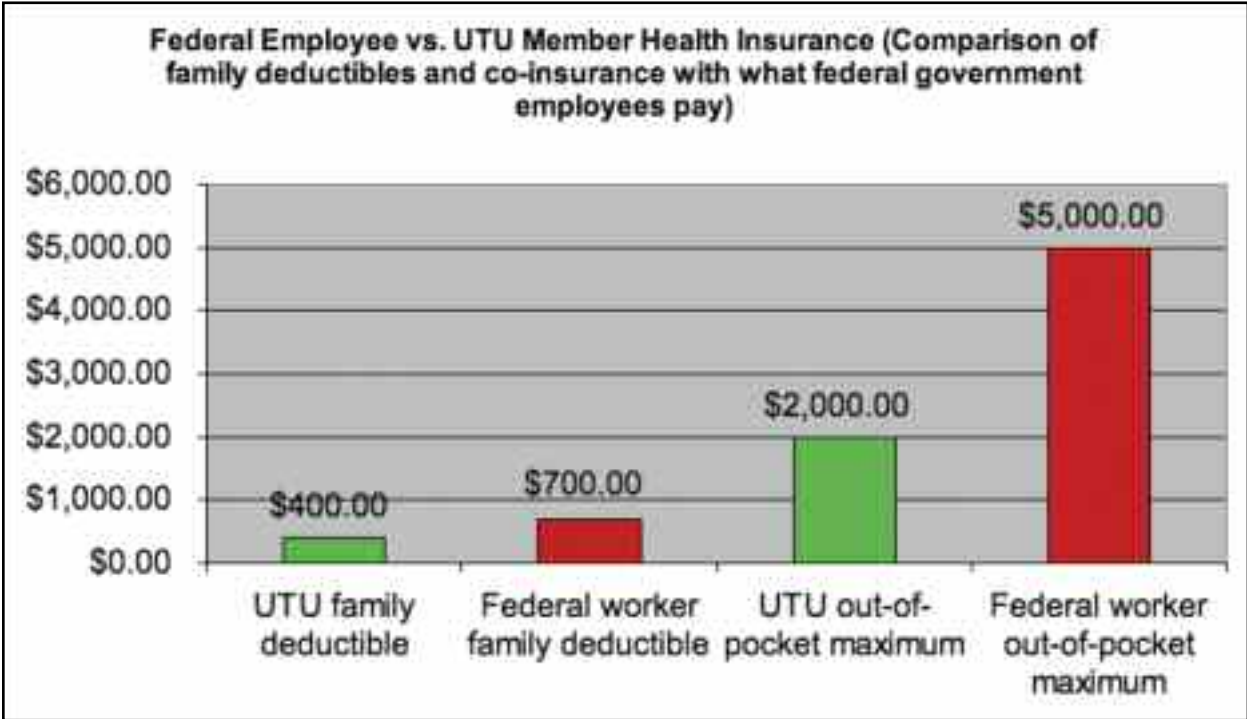
Lenfest succeeded Al Suozzo as general chairperson following Suozzo's death in March 2010. Suozzo had held the post almost 18 years.

A member of Local 898 (Boston), Lenfest held UTU membership since March 1971. Earlier in his UTU officer career, Lenfest was general chairperson on Boston & Maine (now part of Pan Am Railways).

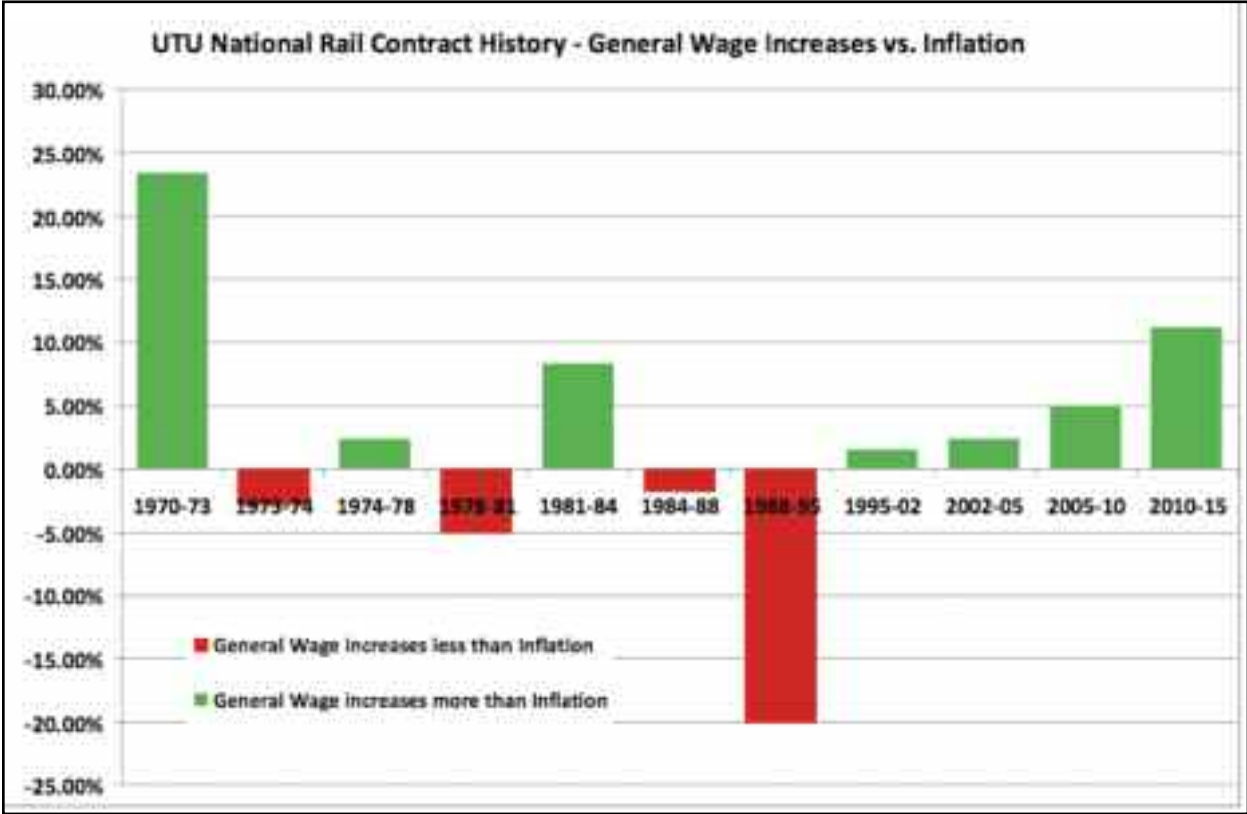
GO 769 represents UTU conductors and assistant conductors on Amtrak (New York City south to Washington, D.C., and on non-Northeast Corridor Amtrak passenger trains nationwide), as well as on Massachusetts Bay Commuter Railroad, Virginia Railway Express, South Florida Tri-Rail and Los Angeles MetroLink.

In March, Lenfest and Sampson led negotiations with MBCR that resulted in a ratified agreement, and in May Lenfest led successful negotiations toward a new ratified agreement with South Florida Tri-Rail.

For continuing details on Amtrak contract negotiations, see page 9, or go to the "Amtrak/Commuter" page of www.utu.org and click on the "Amtrak Negotiations" link.



UTU members pay lower annual out-of-pocket expenses for their medical claims incurred than do federal employees – by a wide margin.



The 17-percent wage increase is substantially higher than the rate of price inflation in 2010 and 2011, and the Department of Labor's estimate of price inflation in subsequent years. Also, the wage increase actually is 18.24 percent compounded, because each annual sequential wage increase is computed on the wage base increased by the previous year's wage increase.

STB Chairperson Elliott praises T&E workers as the 'unsung heroes' of railroad industry

NEW YORK – Former UTU Associate General Counsel Dan Elliott, now chairman of the U.S. Surface Transportation Board – the federal agency regulating rail mergers, line sales, abandonments and labor protection – returned to his roots July 4, speaking to more than 500 UTU officers and members attending the union's eastern regional meeting here.



Elliott

Terming train and engine workers “the unsung heroes” of the freight railroad industry's renaissance, Elliott said, “None [of the resurgence] would have been possible without the people in this room. Labor was a major contributor to the rebirth of the rail industry as productivity shot through the roof [since Congress partially deregulated railroads through the Staggers Rail Act of 1980]. This is all thanks to your working harder, smarter and better,” he said.

Elliott recalled that prior to partial deregulation afforded by the Staggers Act, railroad bankruptcies were increasing, track often was in such poor repair that there were standing derailments, service quality had deteriorated and job security was problematic.

The Staggers Act, said Elliott, set loose market

forces, giving railroads “greater flexibility to make decisions, develop better ideas and operate more efficiently. There are fewer trucks on the highway and the United States has some of the lowest freight rates in the world. It has all been done with private investment.”

He said his job and the job of the STB is to “make sure the industry stays healthy.”

As for his elevation to the STB – which required a nomination by President Obama and confirmation by the Senate – Elliott said, joking, it was something he had long sought.

Reflecting on an early-career appearance before the STB's predecessor agency, the Interstate Commerce Commission, Elliott recalled having to make a difficult argument seeking labor protection.

“I was told to say my piece and sit down. So I went to Washington to the ICC Building. There were scores of railroad attorneys, a press table and spectators. I said my piece. And the chairman asked me to explain why UTU members should have lifetime income protection when nobody else in the room had it.

“I knew right then and there that I wanted to be the one asking the questions and not answering them,” Elliott said.

Rail contract

Continued from page 1

and the average paid by private sector workers exceeds \$340 monthly. If this agreement is not ratified, members could pay up to \$355 monthly.

- **Health care costs have been rising dramatically, more than doubling since 2000**, and UTU member health care contributions doubled from \$100 monthly to \$200 monthly in the previous agreement. This proposed agreement has provisions to help bring these costs under control, while improving the quality of health care. Without bringing health care costs under control, members would face considerably higher contributions.

- **A significant provision in this tentative agreement maintains the \$200 monthly cap for 6 ½ years.** There is certain to be increases in existing health care insurance premiums for federal workers and other private sector workers during this period – workers already paying considerably more than the \$200 monthly cap provided in this proposed agreement.

- While it is alleged the negotiating committee could have extracted more from the carriers owing to record profits of major railroads party to the agreement, the fact is that **carrier profitability has been ruled by neutral arbitrators not to be a valid reason for increasing wages.**

- Said Arbitration Board No. 559 in 1996: “We do not think that ‘bigness’ alone or profits by themselves are permissive reasons for recommending wage increases...in our view, the union's claim that current profit levels justify greater wage increases does not fly.”

AGREEMENT WAGE HIKES

July 1, 2010	2%
July 1, 2011	2.5% (To be paid by carriers within 60 days of contract ratification, with no COLA offset)
July 1, 2012	3%
July 1, 2013	3%
July 1, 2014	3.5%
Jan. 1, 2015	3%

Compounded total: 18.24%

- **Were this agreement not to be ratified, third parties would decide.** A presidential emergency board would consist of neutrals, all aware that President Obama froze wages of federal employees for two years, that federal employees' health care contributions are more than double the 6 ½-year \$200 cap in this tentative agreement, that 46 million Americans have no health care insurance, and millions of unionized workers have suffered wage cuts, loss of health care benefits and loss of pensions.

- **Presidential emergency board recommendations are subject to congressional amendment.** The committee of jurisdiction will be the House Transportation & Infrastructure Committee, whose chairman, Rep. John Mica (R-Fla.), proposes eliminating Amtrak and slashing transit funding, and opposes union representation of Transportation Security Administration workers. He also seeks to overturn a National Mediation Board ruling assuring a majority of those voting determine the outcome of airline and railroad representation elections. He wants the NMB to count as “no” votes anyone who does not cast a ballot.

Moreover, the anti-labor Republican leadership in the House proposes folding Railroad Retirement into Social Security and privatizing Social Security and Medicare.

- **Historically, rail unions do poorly after rejecting tentative agreements.** Many members recall the devastation in 1991 of PEB 219 recommendations, when two of the most labor-friendly lawmakers – Rep. John Dingell (D-Mich.) and Sen. Ted Kennedy (D-Mass.) – chaired the committees of jurisdiction.

- As National Legislative Director James Stem counsels: **“This agreement provides significant financial improvement and economic stability for our families. Any other option would be a big gamble we cannot afford to take.”**



**Arty
Martin**

*Assistant
President*

Without the negotiated \$200 monthly cap on employee health care contributions, they could rise to \$355 monthly by 2015 under the formula in the existing contract. That cap alone is worth more than \$5,000 over the life of this agreement. In fact, not a penny of the wage increases negotiated is to be offset through higher health care insurance contributions for 6½ years, which is 1½ years beyond the term of this agreement.

For many members, there could be a reduction in out-of-pocket costs for doctor visits and prescription drugs.

In addition to the 17-percent wage increase, which is actually 18.24 percent when compounded, we have negotiated additional pay for every FRA-certified job, a faster process for new hires to reach full pay, cash payments to those still under the five-year service scale, no work rules concessions and a process for local negotiations on alternative compensation, compensation enhancement and electronic bidding and bumping.



**John
Lesniewski**

*General
Chairperson,
CSX GO 049*

It would be irrational for our UTU membership to forsake a 17 percent general wage increase (18.24 percent when compounded), certification pay and a condensed new-hire service scale for the alternative of an imposed settlement decided by a third party. Historically, having a third party-imposed settlement has fared poorly for labor.

Entering these negotiations, I didn't anticipate we could roll back our members' health care contributions to \$200 monthly and freeze them for 6½ years. The health care cost issue isn't going away, and we met it head on, minimizing the impact on UTU members in a responsible way.

We cannot simply bury our heads in the sand and ignore the current state of the economy, escalating health care costs, the high unemployment rate, and recent wage and health care settlements made by other organizations that are well below what we have negotiated.



**Tom
DuBose**

*Former
International
President
(1991-1995)*

Having served as a member and as the chairperson of UTU national negotiating committees, and as a UTU International officer for 28 years, I found that the failure to reach an agreement on the national level carries the risk of having third party recommendations placed in effect by Congress. In my 36 years of service, those decisions by Congress never were in favor of the worker – even when Democrats controlled both the House and Senate.

In today's increasingly conservative and anti-labor political climate, allowing a presidential emergency board and Congress determine our contract terms would be the same as our adopting the Section 6 notices of the carriers.

No national agreement has ever been perfect. This agreement is extraordinary in terms of what other labor unions have been able to achieve. A failure to ratify this agreement could be devastating to our membership.



**Doyle
Turner**

*Alternate
Vice President -
East*

Our members need to consider today's double digit increases in health care costs. The proposed UTU national rail contract maintains your health care insurance contribution at \$200 while improving coverage. The agreement also provides a 17-percent increase in wages (which is more than 10 percent in excess of projected inflation over the life of the agreement), plus service-scale enhancements, FRA certification pay, a special wage adjustment for yardmasters of 12.5 cents per hour, and a supplemental sickness benefit increased to \$3,333 per month. I fully support this proposed agreement and urge a "yes" vote.

This contract deserves ratification on its merits



**Pate
King**

*General
Chairperson,
NS GO 680*

I'm still feeling the devastating effects of PEB 219 in 1991, which were imposed by a Congress where Sen. Ted Kennedy (D-Mass.) and Rep. John Dingell (D-Mich.), both long-time friends of labor, chaired the key Senate and House transportation committees.

I shudder to imagine what the current anti-labor chairman of the House Transportation & Infrastructure Committee, John Mica (R-Fla.), might have in store for us if we vote down this agreement and turn our fates over to third parties.

This agreement deserves to be ratified on its merits. It is the very best agreement we could gain in this difficult economic and political environment.



**James
Stem**

*National
Legislative
Director*

This is a very good agreement, regardless of economic conditions; but it especially good given its increase over price inflation. No previous agreement provided wage increases so far above the Consumer Price Index, without significant rules changes, as this agreement.

Also to be considered is how the U.S. House of Representatives, controlled by political extremists, is attempting to reduce Railroad Retirement, Social Security and Medicare benefits, eliminate Amtrak and slash transit subsidies.

It would not be wise for us to ask Congress, already in gridlock over economic issues, to legislate an agreement based on recommendations of a presidential emergency board. Workers are under sustained attack. This agreement provides significant financial improvement and economic stability for our families. Any other option would be a big gamble we cannot afford to take.



**Robert
Kerley**

*UTU International
Vice
President*

In a time of unprecedented global economic uncertainty, high unemployment rates and stagnating or retreating wages for most working Americans, this agreement provides for wage increases that far exceed anticipated increases in the Consumer Price Index, plus affordable and superior health care benefits that include the addition of state-of-the-art services and enhancements never before available to UTU members.

All this is without any work rule concessions that have historically accompanied such gains. I wholeheartedly endorse this proposal for ratification.



**Delbert
Strunk**

*UTU International
Vice
President*

This is the best deal out there by far: The wage increases, the cap on monthly employee health care contributions, significant savings that can be realized with decreases in generic drug co-pays and added coverage such as personalized medicine, improved entry rates for new hires, certification pay, and no work-rules concessions.

Additionally, general chairpersons have the opportunity to negotiate issues on the property relative to electronic bidding and bumping, as well as enhanced benefits. This is especially important for NS and CSX committees.

Every cent that could be gained at the negotiating table was squeezed from the carriers. No other organization has done better, period!

This agreement should be ratified by our members.

"We can either have democracy in this country or we can have great wealth concentrated in the hands of a few; but we can't have both." - Supreme Court Justice Louis Brandeis (1916-1939)

This proposed contract delivers 'more, now'

AFL founder Samuel Gompers said the objective of labor is, "more, now." Our national rail agreement fulfills that objective.

In an economic environment that has our brothers and sisters in other industries in a vice grip of difficult times, our agreement delivers more than just a 17 percent wage increase, a 6½-year cap on health care insurance contributions, certification pay, a faster process for new hires to reach full pay rates and no work-rules givebacks.

The 17 percent wage increase is significantly higher than the rate of price inflation, giving you a greater boost in purchasing power than any other national UTU contract in the past 40 years.

By contrast, President Obama imposed a two-year wage freeze on federal employees, and not a day passes without news of wage and



International President's Column

By **Mike Futhey**, International President
(216) 228-9400; president@utu.org

mean that if you or a family member suffers a serious illness, you gain access to the most advanced treatment center for that illness in America.

Sadly, other organizations – unable on their own to reach a national agreement – have attacked ours.

These other organizations ignore that neutral arbitrators have previously ruled that carrier profitability is not a valid reason for increasing wages. Moreover, the Surface Trans-

chairperson of that committee is Rep. John Mica (R-Fla.).

In recent weeks, Chairperson

a majority of those voting determine the outcome of airline and railroad representation elections. Rep. Mica wants the NMB to count as "no" votes anyone who does not cast a ballot.

In fact, if this agreement is rejected, and third parties determine our fate, the carriers will cite federal worker benchmarks – the wage freeze and far higher health care insurance contributions – to Congress. Everything we won in this agreement is off

Everything won in this agreement is off the table if we go to a PEB

Mica has voiced opposition to union representation for Transportation Security Administration workers, advanced legislative language to privatize Amtrak and slash transit funding, and to overturn a National Mediation Board ruling assuring that

the table if we go to a presidential emergency board, with the carriers able to resort to their original Section 6 notice.

Brothers and sisters, this agreement deserves to be ratified on its merits. It delivers "more, now."

Centers of excellence assure access to advanced treatment centers

health care givebacks in other industries.

Our \$200 monthly cap on health care insurance contributions is less than half what federal workers currently are paying; and is more than \$140 less than the average currently paid by private-sector workers.

Health care plan design changes deliver expanded and improved health care benefits, such as personalized medicine and access to centers of excellence – benefits we never before had. Personalized medicine assures you access to the most up-to-date health care products available; and centers of excellence

portation Board has concluded that, while rail profits are up sharply, the carriers remain revenue inadequate. Shippers, citing higher rail profits, have lost every argument before Congress to impose caps on freight rates.

These other organizations also ignore that presidential emergency boards merely make recommendations under the Railway Labor Act. Those recommendations are subject to amendment by Congress, and if we turn our fate over to Congress, it is the House Transportation & Infrastructure Committee that will be the committee of jurisdiction. The



utunews@utu.org

Mike Futhey, International President

president@utu.org

Arty Martin, Assistant President

asstpres@utu.org

Kim Thompson, General Secretary and Treasurer

gst@utu.org

James Stem, National Legislative Director

jamesastem@aol.com

Contact the UTU:

Phone (216) 228-9400; fax (216) 228-5755

For the latest news, visit www.utu.org; also, sign up on the UTU website to receive news alerts via e-mail.

Vote for candidates who support jobs, safety

If we don't vote our paychecks and help elect labor-friendly candidates, lawmakers seeking to reduce union-member wages and benefits and weaken workplace safety laws and regulations will be the ones controlling state and federal legislative bodies.

In recent months, political extremists in dozens of state legislatures have introduced legislation to eliminate or curtail collective bargaining rights and otherwise reduce the ability of unions to represent working men and women.

In Congress, political extremists are pushing an agenda to weaken workplace safety regulations, fold Railroad Retirement into Social Security, privatize Social Security and Medicare, eliminate Amtrak and slash funding for transit.

Many of these political extremists came to office with support of union members, who focused on emotional ballot-box issues, ignoring the anti-union agenda of these politicians.

Emotional issues such as abortion, school prayer and gay rights are important to many UTU members, but the most important issues working families face are job security in



Officers' Column

By Assistant President

Arty Martin

(216) 228-9400; asstpres@utu.org

difficult economic times and workplace safety.

Consider the states of Ohio and Wisconsin. In both states, anti-union legislation was passed by state

members, joined by non-union concerned citizens who understood that the attack on collective bargaining was an attack on the middle class – collected 1.3 million signatures in a

Light the fire in your belly and beat back extremism: Support the UTU's Collective Bargaining Defense Fund

legislatures controlled by political extremists, and then signed into law by equally conservative governors.

Only when union members realized that the rug had been pulled out from under collective bargaining rights, and that the political extremists had an even broader anti-union agenda, did the lights go on in union households.

In Ohio, UTU and other union

petition drive to put that state's anti-union legislation on hold pending a voter referendum on the bill this November.

In Wisconsin, UTU and other union members collected sufficient signatures in multiple petition drives to force recall elections of many anti-union state senators who supported the legislation curtailing collective bargaining rights. If the recall

is successful, a more union-friendly legislature will repeal the law.

I am not suggesting union members back away from social issues they consider important. I do suggest that when the candidate who shares your concerns on social issues also supports an agenda to harm your economic security and your workplace safety, that you consider the result if they are elected.

Our UTU Collective Bargaining Fund has met the anti-union assaults in Ohio and Wisconsin head on and with demonstrated success. There is much work ahead to reverse the anti-union agenda, and I urge you to make a contribution to the UTU Collective Bargaining Defense Fund.

As former UTU President Al Chesser said in making his contribution, "Overtime pay, paid vacations, employer-provided health care, retirement benefits and workplace safety laws and regulations all exist because of labor unions – and all are coming under attack by political extremists. We can, will and must beat back this attack from those who want to destroy the union movement in America."

State Watch

News from UTU State Legislative Boards

California



Amtrak conductors and assistant conductors from California and across the country recently attended a memorial service for Amtrak conductor and UTU member Laurette Lee, who was killed June 24 when a tractor-trailer combination slammed into the side of Amtrak's California Zephyr at a highway-rail grade crossing in Nevada. (See related story on the back cover.) About 600 people attended the service at the California State Railroad Museum in Sacramento, according to Ray Belluomini, chairperson and delegate of Local 1732, San Jose. "It was a great tribute to her," he said.

Ohio



State Legislative Director **Glenn Newsome** was recently praised by International President Mike Futhey for his efforts to derail a state law that curtails public employee collective bargaining rights. The measure is now on hold and headed for a voter referendum in November because of labor-union activism made possible by the UTU Collective Bargaining Defense Fund and similar programs by other labor organizations. "We need to educate and drive home to all Ohioans the devastating impact this legislation will have on Ohio's middle class," Newsome said.

UTU defense fund helps voters support pro-labor candidates

Confirmation of the value of the UTU Collective Bargaining Defense Fund emerged from a Wisconsin vote tally in July, the second of three heats in a race to unseat anti-labor senators in special recall elections.

Wisconsin voters, awakened to and energized against anti-labor efforts of political extremists in their state legislature, cast majority ballots for labor-friendly candidates in primary elections.

The primaries were in advance of Aug. 12 special elections to recall state senators who, earlier this year, voted to strip Wisconsin public employees of their collective bargaining rights.

As Wisconsin has an open primary and no party registration, the labor-friendly candidates (all Democrats) found themselves pitted against Republican political extremists who entered the Democratic primaries as sham Democrats. They had hoped to win the primaries and assure either their own victory or victory for the incumbents they would face when the recall elections are held Aug. 12. The sham tactics failed.

Indeed, Wisconsin voters knew the difference between the real labor-friendly candidates and the sham candidates because of shoe-leather exertions by UTU and other union members in Wisconsin, who were supported by the UTU Collective Bargaining Defense Fund.

Legislative attacks on organized labor in Wisconsin – duplicated in Ohio, where organized labor's counteroffensive also is proving successful – is part of a more expansive effort among political extremists nationwide to destroy organized labor, fold Railroad Retirement into Social Security, privatize Social Security and Medicare, eliminate Amtrak and starve other public transit operations of funds.

In Ohio, the UTU Collective Bargaining Defense Fund helped to fuel a petition drive that put that state's anti-labor legislation on hold pending a voter referendum in November. The fund is also assisting with efforts in other states to block anti-labor efforts advanced by political extremists.

Activities fueled by the UTU Collective Bargaining Defense Fund have spawned media attention, which in turn helps to educate large numbers of middle-class voters to the anti-labor agenda of political extremists.

As evidenced in the Wisconsin primaries, voters are expressing anger with the attacks on organized labor even though many have never belonged to a labor union. They recognize that today's attacks on labor unions are a prelude to a future attack on the middle class in America.

For more on the UTU Collective Bargaining Defense Fund, go to www.utu.org.

UTU wins back bus driver's job

UPPER DARBY, Pa. – The Bus Department has won an arbitration, putting back to work an eight-year employee of the Southeastern Pennsylvania Transportation Authority's Red Arrow Division and Local 1594 member.

Handling the successful arbitration were General Chairperson **Waverly Harris** and Vice General Chairpersons **Brian Caldwell**, **Dave Stinsman** and **Curtis Fulmore**. They were assisted by Alternate Vice President Calvin Stuvdivant.

Missouri

The UTU is opposing a Union Pacific request for a FRA waiver of compliance on 18,000 freight cars that do not meet safety standards, State Legislative Director **Ken Menges** reports.

The cars do not have adequate end platforms, which the government specifies be "on each end of a car not more than eight inches above center sill."

UP has requested relief on cars where the dimensional requirements of eight inches above the center sill are not in compliance, Menges said.

The UTU has asked that all the cars be identified and brought into compliance or removed from service until they are brought into compliance.

Bus Department

By Bonnie Morr, alternate vice president - bus
bonniemorr@sbcglobal.net

Learning to be better leaders

Bus Department workshops at the San Antonio and New York regional meetings were among the most informative in many years, and reflect the promise of President Futhey to beef up and place greater emphasis on those workshops.

The workshop on solidarity and uniting of our membership focused on how labor, beginning at the local level, can make a difference at the bargaining table, and in state and congressional legislative chambers.

Local and general committee officers found significant benefit in a technical workshop on how to write more effectively in grievance proceedings.

The new cellphone ban and other safety issues was timely and punctuated with videos of actual accidents, allowing discussion of causes and accident avoidance.

Officials from the Federal Mediation and Conciliation Service (FMCS) presented essential information on labor law affecting collective bargaining and grievance handling under the National Labor Relations Act.

An especially fruitful workshop opened the floor to discussions of issues facing individual locals, allowing a collective sharing of ideas and solutions.

Bus Department members also benefited from several workshops dealing with transportation issues and labor challenges that affect all crafts and organized labor in general.

Legislative breakout sessions provided information on state-specific legislation affecting Bus Department members and working families.

The role of the UTU Collective Bargaining Defense Fund and UTU PAC in turning back anti-labor efforts by political extremists and electing labor-friendly candidates was most informative.

The Bus Department intends to build on the success of these workshops at our 2012 regional meetings in Portland, Ore. (June 18-20) and Memphis, Tenn. (July 23-25), and we encourage you to begin making plans to attend one of those meetings to improve your skills as effective leaders and trade unionists.

Regional meetings offer crucial information



New York, New York

UTU/UTUIA 2011 Regional Meeting

'Stronger Than Ever'



New York State Legislative Director Sam Nasca welcomed attendees the first morning of the eastern regional meeting. He also chaired the regional meeting local committee.



UTU bus member Peter Renzoni, sporting a UTU PAC Gold Club cap, visited the UTU store. An operator for Rockland Coaches of Rockland County, N.Y., and northern New Jersey, Renzoni is a vice local chairperson for Local 1558, Bergenfield, N.J.



Union Pacific GO 927 (Tyler, Texas) General Chairperson Troy Johnson, right, added to his insurance portfolio with the assistance of UTUIA Field Supervisor Joe Solito, who services locals in Arkansas, Louisiana, Mississippi and Texas.



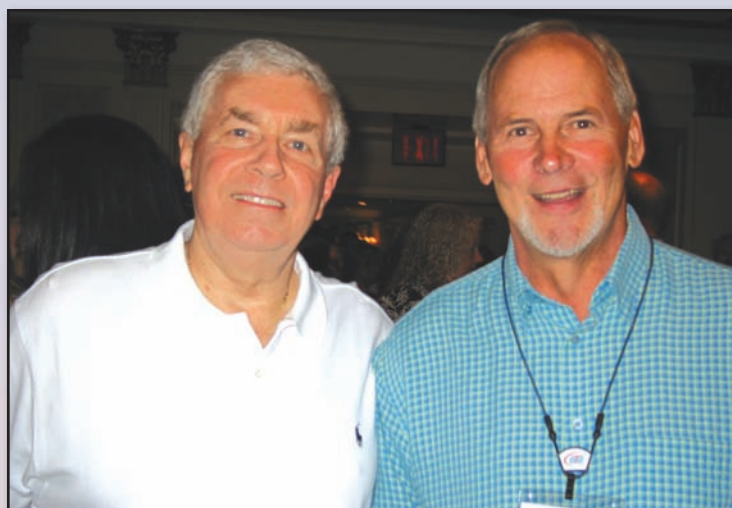
Members of the regional meeting local committee are joined by Assistant President Arty Martin, third from left, and International President Mike Futhey, sixth from left. They include, from left, Local Chairperson Mike Denn (722), Local Chairperson Jay Langlan (645), Legislative Rep. Joe Cannon (95), General Chairperson Anthony Simon (645), Local Chairperson Dominick Amendolare (645), Vice Local Chairperson Joe Castaldo (29), Local Chairperson Vito Baretta (29) and Vice General Chairperson Vinnie Tessitore Jr. (645). Not pictured is Adirondack Trailways General Chairperson Russ Gaillard (1582).



International President Mike Futhey takes to the dance floor with wife April during the regional meeting theme party and dinner.



General Secretary & Treasurer Kim Thompson, center, joined by his wife, Connie, and Medco representative Matt Patella.



UTU National Legislative Director James Stem, left, with retired District of Columbia Legislative Director Steve Fritter. Fritter's wife, Julie, serves as an alternate vice president of the Auxiliary of the UTU and was at the regional meeting representing the organization.



Members and guests of the Auxiliary of the UTU attend an Auxiliary continental breakfast and workshop. All were informed about the benefits of Auxiliary membership and were addressed by UTU officers, designated legal counsel and representatives of health and welfare benefits providers.



Bright lights, big city! Savanna Suggs, Hope Suggs, Local Chairperson Doug Suggs (793), Local Chairperson J.C. Roy (1245) and Michelle Roy visited Times Square. They are pictured above at the corner of 8th Ave. and 42nd St.



Newlyweds Lisa and Alvy Hughes. The couple was married July 1. Alvy, a member of the Board of Appeals, belongs to Local 1596, Charlotte, N.C., representing bus mechanics at Charlotte Area Transit System.

Regional meetings more than entertainment

UTU regional meetings offer much more than just entertainment. Workshops at the New York regional meeting included education and training about the National Mediation Board, National Labor Relations Board, positive train control, handling unruly passengers, hazardous materials, a live rail arbitration, winning investigation techniques, conductor certification, legislation affecting members, the Railway Labor Act, National Labor Relations Act and workplace diversity.

The regional meetings also offer workshops dedicated to our bus members, as well as training sessions for local treasurers.

UTU members who have not had opportunity to attend regional meetings, whose focus is on education and leadership skills, should consider attending the 2012 regional meetings in Portland, Ore., and Memphis, Tenn.



Pictured, from left, are Local Secretary & Treasurer Vincent LaBella, General Chairperson Thomas Wilson, James Martin, Ed Carney, International Vice President Delbert Strunk and Local President Jaime Brownell. All, except Strunk, are current or former officers of Local 1440 of the Staten Island Railway. Carney served as the UTU master of ceremonies.



Rain didn't keep the McCrory family from participating in the New York City tour on Sunday afternoon. Outside the Grand Hyatt are Local 1105 Chairperson Todd McCrory, with (clockwise) Kelsey, Delaney and Tara.



Alternate Bus Vice President Calvin Studivant, center, meets with Vice Local Chairperson William Belcher (1596), left, and Local Chairperson Craig Patch (1596) following President Futhey's State of the Union address.



UTUIA Field Supervisor Brian Martin, Local Chairperson Kevin Binkley (500), Rebecca Binkley, Kiffanie Binkley, Local Chairperson Brian Bruns (500), Kirsten Martin and Assistant President Arty Martin were all smiles.



UTU International Auditors Bobby Brantley (left) and Stephen Noyes, joined by Brantley's daughter Jesslyn, far left, and wife, Shelli, in Grand Central Station. Notice the station clock in the background, which is often featured in television commercial and movie scenes.



Michigan State Legislative Director Jerry Gibson, left, was found discussing union issues late at night with Local 1183 Chairperson John Junga in a cafe car on Amtrak's Train 49, the Lakeshore Limited, on their return trip from the regional meeting.



Hannah Menges, granddaughter of Missouri State Legislative Director Ken Menges, shared the dance floor with newly found friend John Zanath, son of International staff member Rob Zanath, at a theme party.



Local 257 Chairperson Reuben Reisig and his son, Randall, appeared in a UTU News photo spread in 2007 after being photographed at the regional meeting Kansas City, Mo. The elder Reisig declared at that time that Randall was the "No. 1 union man in America." Here they are, together again, at the New York regional meeting.

UTU
Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Alumni Association member named UTUIA volunteer of year

Arthur "A.P." Owens, a retired member of Local 1545 in Monroe, La., a regular UTU PAC contributor and member of the UTU Alumni Association, was named the UTUIA's 2011 volunteer of the year.

Nominated by his wife, Judy, Owens, who learned magic, was selected for his years of work with children, using magic to teach them safety, to avoid drugs and alcohol, and to teach religion.

"He does gospel magic for churches in our area, teaching Biblical principles through use of magic. He does programs that appeal to children, youth, adults and senior citizens. He did a children's evangelist crusade last fall that encompassed all churches in our parish. He also entertains the residents in many of the nursing homes in town," Judy wrote in nominating her husband.



Judy Owens, center, displays the UTUIA volunteer of the year plaque awarded her husband, "A.P.," right. At left is UTU International President Mike Futhey.

from-home terminals, there were no railroad-provided hotels. I slept on the depot steps. The railroad provided nothing. We worked 16 hours a day, seven days a week. If you died (because of hours-of-service laws), the railroad left you where you died; you were on your own. The railroad never gave us anything. It was the union that got us all these benefits.

"I am organized labor from the bottom of my feet to the top of my head.

"When I was in the fourth grade we had a magician come to my school, and you had to pay to see him, and we were too poor, so I had to stay in the classroom. I told my teacher that day that someday I was going to be a magician that no child had to pay to see. My dream has come true."

RRB honors two centenarians

The Railroad Retirement Board recently honored two UTU members upon reaching their 100th birthdays.

They are **Martin Becker**, a former Union Pacific switchman and member of Local 367, Omaha, Neb., and **Roy Thomas**, a retired Union Pacific brakeman and member of Local 1043 in Sparks, Nev.

Becker began working on the railroad in 1941 and retired in 1976. Thomas began railroading in 1943 and retired in 1974.

New alumni chapter at N. Platte

A new UTU Alumni Association chapter is being formed in North Platte, Neb., by retiree **Terry Sigler** of Local 286, North Platte.

The inaugural meeting will be held Tuesday, Sept. 6, at noon at the Depot Restaurant, 520 N. Jeffers St., North Platte.

All retirees from all crafts, as well as their spouses, are invited and encouraged to attend. Nebraska State Legislative Director **Ray Lineweber** and other UTU and UTUIA officials are expected to attend.

For more information, contact Sigler at (308) 532-6041 or email "terryes@q.com."

Owens started railroading on his 18th birthday in 1956. He worked as a switchman/brakeman for the former Missouri Pacific, now part of Union Pacific.

He served Local 1545 as local chairperson and legislative representative for nearly 25 years, and as delegate to five UTU conventions. He also served as a UTUIA field supervisor for two years and as an organizer for UP's Operation RedBlock.

"He has done magic at many of the area schools using the 'Just Say No' theme to encourage children to stay away from drugs, alcohol and tobacco," wrote Judy in her nomination. "He also does gospel magic for churches in our area – teaching Biblical principles through use of magic. He does programs that appeal to children, youth, adults and senior citizens."

"I love to stay busy," Owens said. "In fact, I am doing a magic show for 1,500 students.

"I am very proud of [being named volunteer of the year]," Owens said. "The \$1,000 savings bond they gave me I turned around and gave to the UTU Collective Bargaining Defense Fund. It's such an important thing. I have a vested interest; I have two sons and a grandson working for the railroad.

"When I started work on the railroad there were no fringe benefits, no health care. At away-

UTU offers tours, cruises for members

One of the benefits of membership in the UTU Alumni Association is discounts on tours. Here are the latest offerings:

British Isles cruise Aug. 16 – 28: This Princess Cruise Line cruise of the British Isles is aboard the "Crown Princess." Itinerary includes London/Southampton (departure port), St. Peter Port, Cobh, Dublin, Liverpool, Belfast, Greenock, Invergordon, South Queensferry, Paris. The cost is \$1,923 per person.

Cruise of Hawaii, Oct. 15 – 22: This is a seven-day Hawaiian cruise aboard Norwegian Cruise Line's "Pride of America." Itinerary includes Honolulu, Maui, Hilo, Kona and Kauai. The cost is \$1,217 per person.

Call Landfall at (800) 835-9233; check out the Alumni Association page on www.landfalltravel.com or email "travel@landfalltravel.com" for more information. These tours are open to all UTU Alumni Association members, family and friends; other UTU members are welcome to join them as space permits.

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
60	Holmes, Michael J.	Tom's River, N.J.	620	Barnhardt, Robert G.	Marseilles, Ill.	1375	Tomczak, Edward	Philadelphia, Pa.
200	Kellum, Dale G.	North Platte, Neb.	643	Conlee, Donald W.	Spring, Texas	1376	Jones, Robert M.	White Cottage, Ohio
200	Smith, Gordon G.	North Platte, Neb.	643	Kudebeh, Henry E.	Edmonds, Wash.	1389	Holt, William M.	Greenup, Ky.
202	Blateric, Paul S.	Denver, Colo.	662	Meredith, T.D.	Henrico, Va.	1390	Constantine, Carmen J.	Villas, N.J.
239	Hill, William W.	Berkeley, Calif.	663	Bunker, Forest G.	Portland, Maine	1393	Guarino, Anthony	West Seneca, N.Y.
257	Arndt, Corwin V.	Oshkosh, Neb.	730	Joswiak, Stanley J.	Riverside, Calif.	1477	Hight, Lyndell L.	Bitely, Mich.
305	Gotchall, Arthur R.	Lincoln, Neb.	782	Herman, Carl F.	Arden, N.C.	1567	Rapier, Ralph A.	Corbin, Ky.
309	Hockenberry, Robert E.	Huntingdon, Pa.	783	Flinchum, Jack L.	Belews Creek, N.C.	1573	Vaughn, Teddy L.	Keno, Ore.
311	McKeeth, Spencer E.	La Crosse, Wis.	832	O'Brien, Thomas R.	Redgranite, Wis.	1628	Berggren, John E.	Bedford, Pa.
318	Hoffman, Benjamin F.	Selinsgrove, Pa.	855	Moddrell, Robert D.	Valley, Wash.	1672	Finkle, John J.	Saint Augustine, Fla.
322	Buckley, Benjamin	Wisconsin Rapids, Wis.	903	Preston, Page S.	Jacksonville, Fla.	1790	Vaughn, John B.	McRae, Ga.
329	Hines, Robert E.	Boone, Iowa	931	Payne Jr., Ernest T.	Knoxville, Tenn.	1836	Brubacher, John N.	Schriever, La.
339	Gilliam, Malcolm F.	Jackson, Tenn.	949	Bilbo, Lee R.	College Station, Texas	1836	Vedros, Edward J.	Bridge City, La.
376	Schickinger, John E.	Louisville, Ky.	1011	Maples, James G.	Hamlet, N.C.	1929	Hamilton, Jerry P.	Lebanon, Mo.
524	Henson, Wilmer K.	Angleton, Texas	1292	Wahlberg, Theodore K.	Two Harbors, Minn.	1948	McCann, Robert L.	Carmichaels, Pa.
535	Black, Herman E.	Gray, Ga.	1292	Weir Jr., Matthew J.	Cotton, Minn.	1971	St. Ledger, John R.	Jekyll Island, Ga.
573	Woodrum, William D.	Danville, Ky.	1344	Sornsin, Richard W.	Mandan, N.D.			
586	Porterfield, Jerry R.	Marion, Ohio	1366	Thompson, David B.	Green River, Utah			

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- (Guaranteed issue for active transportation employees)
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UTU wins protections for members on beer line

The UTU has won a victory on behalf of 12 train and engine employees represented by the UTU and employed by Manufacturers Railway, a 124-year-old subsidiary of brewer Anheuser-Busch for which Manufacturers performs switching services in St. Louis.

In March, the carrier sought permission from the U.S. Surface Transportation Board (STB) to discontinue operations, and asked the agency not to impose so-called labor protection (actually income protection) for workers who would be put in unemployment lines as a result of the discontinuance.

The railroad's case rested on a long-standing policy of the board and its predecessor, the Interstate Commerce Commission, not to impose labor protection when an entire system is abandoned.

The UTU Law Department intervened, telling the STB that Manufacturers had provided the agency with "misleading information" with regard to the intended cessation of operations.

Rather than abandon its system, the UTU told the STB that Manufacturers, in its own press release, had said it intended, in fact, to transfer those rail operations to a third party that would operate over the railway's tracks and yard, which would remain under Manufacturers Railway and Anheuser-Busch ownership.

"It is clear," said the UTU, that Anheuser-Busch intends the transaction as "a means to get around the labor protection which should rightly be imposed," and that Anheuser-Busch "stands to benefit financially from this transaction by contracting out the rail switching operations and reducing its labor expense."

The STB agreed, and ruled that so-called Oregon Short Line labor protection be granted as a condition of the discontinuance of operations by Manufacturers Railway.

The protection provides for six years of income protection – as opposed to a guarantee of employment – for all adversely affected employees of Manufacturers Railway.

UTU reaches tentative deal with Ga. shortline

The UTU has reached a tentative agreement on behalf of train and engine workers employed by Fulton County Railway, a 20-mile-long OmniTrax-owned shortline in Atlanta.

The shortline operates over CSX-owned track, serving warehouse and light manufacturing companies.

The Fulton County Railway train and engine workers selected the UTU as their bargaining representative in August 2010, after meeting with UTU organizers **Rich Ross** and **Mike Lewis**.

General Chairperson **Doyle Turner** (CSX, GO 347) led the negotiations, with National Mediation Board mediator John Livengood helping bring the sides together. The tentative agreement now goes out for member ratification.

"What we are trying to do is bring parity in wages, benefits and work rules to the thousands of employees in the shortline railroad industry, in addition to the many other protections offered by union membership," said Turner, who heads the UTU's shortline-railroad initiative.

"The seniority, scope and discipline rules these members now enjoy are what makes union membership valuable," Turner said. "They help ensure that these members will have the protections they deserve."

Turner praised UTU International President Mike Futhey for his "commitment to organizing the unorganized employees on shortline railroads."

Update on UTU negotiations with Amtrak

Amtrak Acting General Chairperson **Dirk Sampson** (GO 769) issued the following update on wage, benefits and work-rules negotiations with Amtrak following the death of General Chairperson **Roger Lenfest**:

"I have joined with Amtrak General Chairperson **Bill Beebe** (GO 663) to lead those negotiations, with International Vice President John Previsich continuing to provide assistance.

"We are continuing negotiations with Amtrak with a goal of obtaining an equitable agreement for our members.



"Conductor certification and the interpretation of single days are important issues to Amtrak conductors and assistant conductors, and we are continuing to meet with the carrier to resolve this and other issues.

"With the continued efforts of officers of both affected general committees, and support of the members, as well as the assistance of International Vice President John Previsich, we are working to obtain an equitable agreement with Amtrak, and are confident it will happen."

For updates on Amtrak negotiations, go to the Amtrak page of www.utu.org.

UTU to Congress: 'Get serious on security'

WASHINGTON – America learned a tragic lesson a decade ago when armed terrorists gained entry to the flight decks of multiple commercial airliners. The results of 9/11 will live in infamy.

Inexplicably, neither railroads nor the federal government has moved to require the securing of locomotive cab doors and windows to prevent terrorists – whether foreign or domestic – from taking control of a train and wreaking a new calamity on Americans.

A similar security breach is possible at commercial bus terminals, and with commercial motor coaches, where drivers and passengers are vulnerable to armed attacks and hijackings.

That was the message delivered to the House Subcommittee on Transportation Security and Infrastructure Protection by UTU Alternate National Legislative Director John Risch July 12.

Securing locomotive cabs is essential for crew safety

The FBI warned in 2002 that rail facilities are vulnerable to attacks by terrorists; and following the killing of Osama bin Laden, it was revealed he was planning an attack on railroads.

Most chilling is a warning from the Chlorine Institute – that a terrorist-induced release of chlorine from a tank car could create a toxic cloud 40 miles long and 10 miles wide that could kill upwards of 100,000 people in an urban area within 30 minutes.

Securing locomotive cabs is also essential for crew safety. In June 2010 in New Orleans, a conductor was shot to death and an engineer wounded in their locomotive cab during an armed robbery.

"We believe it should be a requirement that all locomotives be equipped with locks for the doors and windows to prevent unauthorized entry into the operating compartment," Risch told the sub-



committee, which was seeking advice on how to enhance transportation security.

The UTU also recommends that fencing, video surveillance and security personnel be required for bus terminals, and that protective shields be installed on buses to protect drivers from unruly or deranged passengers.

Proper training of rail operating crews and bus drivers to recognize, respond to and report potential terrorist activities is a high priority of the UTU, Risch told the subcommittee.

"We need to adequately train bus, rail and transit workers across America so they are ready in the event of a terrorist threat or attack," Risch said. "Properly training frontline workers is vital to surface transportation security, and is a cost-effective way to secure and safeguard our bus, rail and transit systems.

"In the event of an incident or attack, our members are the first on the scene – even before police, fire fighters, and emergency medical responders – and what they do in the first few minutes is crucial to minimizing destruction and loss of life," Risch said.

The UTU already is working in partnership with Amtrak to develop a training program for on-board employees; and on Terminal Railroad Association of St. Louis, the UTU is helping to develop a program to train front-line employees

on how to recognize, respond to and report potential terrorist activity. Although the UTU has reached out to other freight railroads for partnerships to develop similar safety training programs, railroads are hamstrung due to a lack of federal funding.

"Officials from the Federal Transit Administration and the Transportation Security Administration testified previously before Congress on the need for, and the inherent value of, worker security training," Risch said. "Yet too little has been done to actually ensure that employees receive adequate security training."

Proper training of rail, bus crews is a high priority of the UTU

Although the congressionally passed 9/11 Commission Act mandated that all frontline rail, transit and over-the-road bus employees undergo live training exercises, receive training on evacuation procedures and are instructed on crew and passenger communications and coordination, little has been accomplished, and training mandates are long overdue, Risch said.

"This is unacceptable and further delay only perpetuates the existing dangers," he said. "Security training should not be a one-time, check-the-box exercise. Regularly scheduled follow-up training is critical."

Risch also recommended that major rail terminals, where chemicals are stored, be fenced and equipped with video surveillance and security personnel; and that outdated FRA window glazing standards be improved, as current standards protect against only small-arms fire such as a .22 caliber bullet.

"Workers must be treated as partners in the battle to protect our vulnerable bus, rail and public transit systems," Risch said.

Amtrak heroes

Continued from back page

Smith disregarded his own safety to dash down a steep embankment and into the partially frozen Jackson River to save the life of fellow conductor **Alvin "A.J." Boguess**, who had fallen from a trestle, 55-feet above the water.

Author F. Scott Fitzgerald wrote, "Show me a hero and I'll write you a tragedy." UTU conductors regularly prove Fitzgerald had it backwards. Time and again, UTU hero conductors validate, "Show me a tragedy and I'll write you a story about heroes."

Indeed. Six died in this June 24 tragic Nevada Amtrak accident; many more likely would have had it not been for these UTU conductor heroes.



d'Alessandro and Amtrak President Joe Boardman

In the harrowing moments following the horrendous accident, assistant conductor and UTU Local 166 member **Richard d'Alessandro**, who initially was knocked unconscious in a dormitory car that took the initial hit from the truck, recovered finding himself laying outside in the desert to discover his arm broken and a finger missing. In fact, he was carried out by another UTU member conductor, **Loxie Sanders** (more about him in a moment).

In complete disregard for his personal safety, and ignoring his own painful injuries, d'Alessandro took to his radio to broadcast help – "Dispatch everything you have."

d'Alessandro climbed back into the burning cars, worked his way through the dark smoke and flames in search of passengers who were completely disoriented – many injured – leading one, then another, and still others to safety through emergency exit windows.

He discovered his arm was broken, a finger missing

His rescues complete, d'Alessandro's next action was to obtain water for the elderly, which he began distributing.

Also in the dormitory car was off-duty conductor and UTU Local 1525 (Carbondale, Ill.) member **Loxie Sanders**, traveling to California to be with a daughter facing surgery.

With flames surrounding him, Sanders knocked out emergency windows, joining with d'Alessandro to lead injured, disoriented and frightened passengers to safety.

As he heard a voice, he led the passenger to an exit window, helping them out and down to other rescuers 10-feet below the car.

Only when all passengers he could find had been led to safety did Sanders, suffering from smoke inhalation, exit the burning car.

But he went back. He went back in search of 68-year-old conductor and UTU Local 166 member **Laurette Lee**, whom he found dead under a metal door. Sanders had trained with Lee years before.

Ignoring the flames and dense smoke, Sanders lifted her body and carried it outside the car away from the all-consuming flames.

"I don't know how I got the strength to do it,"

he said, "but I lifted the door and got her body out."

Concerned that more passengers might still be in the growing inferno, Sanders went back again – his hand severely burned from scaling the car to gain entry.

Listening for voices, Sanders worked his way to more disoriented passengers, leading them, also, to safety. Only when there were no more voices to be heard in the smoke that made vision almost impossible did Sanders consider his own safety and exit the burning car a final time.

Said NTSB investigator Ted Turpin, "That was the greatest act of heroism I've seen in my [15 years] as an [accident] investigator."

More heroes appeared – from a Union Pacific freight train following the ill-fated westbound Amtrak California Zephyr. Unidentified crew members from the UP train ran to the scene and assisted the passengers.

The greatest act of heroism I've seen as an investigator

d'Alessandro and Sanders were transported to a local hospital. Among their first visitors was Amtrak President Boardman, who had taken the first available flight to Reno to be at the scene of the disaster.

As injured passengers were interviewed by investigators, they recalled most and vividly the heroic actions of these selfless rails – d'Alessandro, Sanders, and the still unnamed UP crew.

Hardened accident investigators from the NTSB and Federal Railroad Administration choked with emotion as they listened, reports UTU Arizona State Legislative Director Greg Hynes, a member of the UTU Transportation Safety Team, who was assisting the NTSB in the investigation.

"Brave men. Brave men," was all Hynes could say. It was more than enough.

Around the UTU

Local 11, Houston, Texas

UTU Auxiliary President Mae Parker attended the monthly meeting of this Union Pacific local July 11, Local Chairperson **Carlos Wallace** reported. After speaking with the spouses of some of the members in attendance, Parker established the first Auxiliary lodge supported by Local 11 family members. For more information about the Auxiliary, visit www.utu.org and select "UTU Auxiliary" from the pull-down menu under "About UTU."

Local 118, Hinton, W. Va.

This local held its first annual pig roast, a two-day family event attended by 50 active and retired members and family on June 22 and 23, according to CSX GO201 Secretary **Travis Raynes**. Guests included General Chairperson **James Townsend**, UTUIA Field Supervisor **Malcom "T-Bone" Morrison** and representatives from the UTU-designated Moody Law firm. "The event was a great success by all accounts, and I think this was a great step toward making our organization a more fraternal one," Raynes said. The roast was held on the farm of Local Chairperson **Mike Taylor**.



A cake decorated with the UTU logo celebrates the first annual pig roast by the members of Local 118.

Local 199, Creston, Iowa

Richard Snyder, who had served this local as president for nine years, recently retired with 40 years of service, Local Chairperson **Billi Vavra** reports. Snyder hired out on Chicago, Rock Island in 1971 in Estherville, Iowa, and then joined BN in Alliance, Neb., in 1980 before transferring to Creston. Vavra also announced the retirements of **Randy Goodrich** after 40 years of service and **Bruce Brown** after 41 years of service. Goodrich was a fourth-generation railroader and had served as local chairperson, vice local chairperson, secretary & treasurer and delegate. Brown had served the local as trustee.

Local 240, Los Angeles, Calif.

Retired conductors **James W. Melvin** and **Wilber L. Green** died April 18 and June 13, respectively, Local Chairperson **Harry J. Garvin Jr.** reported. Melvin had been retired for 18 years, while Green had been retired only five.

Local 454, Baltimore, Md.

Tom and Bob Tobash, brothers of retired member **Rich Tobash**, were the winners of the Maryland State Legislative Board's 12th annual golf tournament, Maryland Legislative Director **Larry Kasecamp** reports. The tournament is the sole

Local election information will be mailed in August

Information about the upcoming UTU local elections will be sent to all locals in early August. To be elected this autumn and take office Jan. 1, 2012, are local officers including president, vice president, secretary, treasurer (or secretary & treasurer), and a board of three trustees; as well as a legislative rep. and alternate legislative rep. Vacancies in other elective posts should also be filled at this time. Where such a vacancy is addressed, the successful candidate will take office immediately upon installation, as per Article 58 of the UTU Constitution.



Conductor **Kenny Hays** displays one of his latest pieces of "assemblage art," which appears to be in the form of a robotic insect.

When he's not on the tracks, he's probably in the trash

One man's trash is UTU member **Kenny Hays'** treasure.

Hays, a member and trustee of Local 950, West Memphis, Ark., and a conductor for Union Pacific, is also an artist who creates works out of, well, anything.

The artform is called "assemblage art," Hays explained.

It all started about 12 years ago when he began picking up scrap metal in the rail yard and turning the pieces into mobiles. He found modest success at local art galleries and kept going.

Next, he moved to musical instruments. He would assemble old musical instruments – trombones, trumpets, clarinets, French horns – into works of art. People bought his creations, and he still kept going.

His latest creations look mostly like robots created from tin cans, kitchen utensils, forks, knives, food grinders, piano parts, dominos, dice, anything really, held together with nuts, bolts and wire.

His pieces range in price from \$20 to \$60, and he's sold thousands of pieces over the years.

"I found a garage full of old 1950s and 1960s auto parts and made a bunch of stuff with that," he said.

When he found a box of baby dolls, he went through a baby-doll assemblage phase.

"One character gives me ideas for the next. They evolve," he said.

Perhaps the real coup for Hays, who is also a musician, was having his work installed in the new Le Bonheur Children's Hospital in Memphis.

"To me, that was better than selling anything, to have (curator Linda Hill) think of me enough to put it in Le Bonheur. There's a lot of good art in there," Hays said.

The new hospital has more than 800 works of art by more than 135 artists. Hays' work, a collage, can be seen on the first floor in the main corridor of the hospital.

"I'm an old hippie and I don't care about the money that much. It's the love of the art," Hays said.

fundraiser for the **James E. Major Jr.** Memorial Scholarship Fund, distributed by the UTU's Maryland State Legislative Board, to assist UTU members or their family members with college tuition. A member of Local 610 in Baltimore, Major was killed Feb. 16, 1996, in a head on collision with Amtrak's *Capitol Limited* while working as MARC conductor. "We established the scholarship in Jimmy's memory, as he was a real asset to this organization. He cared deeply not only for his family and friends, but also for his co-workers, which showed through his representation of them," Kasecamp said.

Local 610, Baltimore, Md.

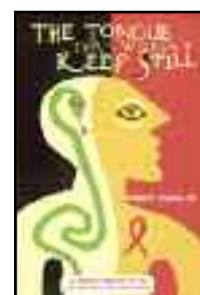
A party was held June 27 for the retirement of **Carroll "Mickey" McBee**, who worked his last day June 24, State Legislative Director **Larry Kasecamp** reports. McBee, who hired out as a trainman on Western Maryland Railway in 1974, had served the local as legislative representative, secretary & treasurer (for more than 30 years) and delegate. "Mickey was a dedicated union representative who always did his best to keep the members informed on legislative matters. He will be missed," Kasecamp said.



Mickey McBee, center, displays a plaque commemorating his dedication to the Maryland State Legislative Board. He is pictured with recently elected Legislative Rep. **Tim Kohlhhaus**, left, and recently elected delegate and Local President **Ronnie Sisk**, right.

Local 653, Blue Island, Ill.

Metra conductor **Robert Evans Jr.** has written a novel entitled, *The Tongue That Wouldn't Keep Still*, which was published in May, according to



General Chairperson **Barry Abbott**. "This story is about life, truth and beauty; it represents a 1950s Southern American way of life. It touches on love, jealousy, life, hate, death and hope," Evans said. The book is available at Barnes & Noble and www.amazon.com. For more information about Evans and his book, or to contact Evans, visit www.robertevansjr.com.

Local 845, Seattle, Wash.

Local Vice President **Dave Bauschman** reports contributions are still needed to assist the families of railroaders killed and injured in a tragic accident at Longview, Wash., March 23. UTU conductor **Dwight Hauck** was seriously injured and three others were killed when a train slammed into a crew van. "If your union local or any of your members would like to join us in this effort, your contributions to both funds would be deeply appreciated," Bauschman said. Donations to the BNSF Memorial Fund, which will be split between the families of the deceased, may be sent to the Cascade Federal Credit Union at 18020 80th Ave. S., Kent, WA 98032. The account number is 38430. Donations for Hauck and his family may be sent to any Wells Fargo Bank. The account number is 8277835552 and the routing number is 125008547.

Local 977, Pasco, Wash.

During a visit by Assistant President **Arty Martin** and Alternate Vice President **Danny Young** to explain details of the tentative national rail contract, the members of this BNSF local voted to contribute \$500 to the UTU's Collective Bargaining Defense Fund, Local President **Joe Jackson** reported. The motion was supported by Local Chairperson **Paul Brown**, Legislative Rep. **Gary Howell** and others in attendance, Jackson said.

Local 1440, Staten Island, N.Y.

Following their recent local election, Secretary & Treasurer **Vincent LaBella** reports that **Kevin Hughes** is the local's new vice president and **Carlos Sanchez** is the new vice local chairperson for track and infrastructure. Hughes can be reached at utu1440vicepresident@gmail.com and Sanchez at utu1440infratrack@gmail.com. "Both of these men bring a lot of dedication and great intentions to our local. We wish them the best and look forward to working with them in order to protect our members' best interests," LaBella said.

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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 e-mailed to "utunews@utu.org".

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

All photographs submitted become property of the UTU.

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



This photo was taken by Local 64 (Huron, S.D.) Secretary & Treasurer **Crystal Blasius**. "I took this photo on the Dakota, Minnesota & Eastern line in Onida, S.D., with the tracks curving from the elevator right into the bottom of the rainbow."



The Official Publication of the United Transportation Union

Two Amtrak conductors 'heroes'

This is a story about heroes, UTU members **Loxie Sanders** and **Richard d'Alessandro**.

It is a story about two UTU conductor heroes in Fallon, Nev., June 24.

In utter disregard of their own safety, these UTU conductor heroes braved intense flames and choking smoke, repeatedly returning inside two burning Amtrak passenger cars to save the lives of dozens of disoriented, injured and frightened passengers – passengers who otherwise would have been hopelessly trapped in the burning wreckage hit by a tractor-trailer combination at a highway-rail grade crossing.

And in the custom of American band-of-brothers soldiers, one of these UTU conductor heroes went back one last time to bring out one of his own – removing the body of a fellow conductor before the growing flames could consume the body.

Senior military officers would be considering Bronze or Silver stars, a Navy Cross – even the Medal of Honor – for such selfless acts of extreme bravery. Amtrak President Joe Boardman is said to be considering a special honor for these two UTU conductor heroes.

Don't expect these UTU heroes to be anything but modest. Fact is, you find UTU conductor heroes everywhere who serve and protect.



Amtrak President Joe Boardman with UTU member Loxie Sanders.

On 9/11, it was UTU conductors on Port Authority Trans Hudson in New York City who wouldn't allow the doors of the last train below the World Trade Center to close until every person on the platform was safely on board. Hundreds of lives were saved by these selfless UTU conductor heroes.

In Covington, Va., in February, UTU conductor **Dale**

Continued on page 10

Inside this issue of the *UTU News*:



What do UTU officers think of the proposed contract? See page 3.



UTU fund helps pro-labor Wisconsin candidates. See page 4.



Photo highlights of the New York regional meeting. See pages 6/7.



Your trash may be Kenny Hays' treasure. See page 11.