



UTU News

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The Official Publication of the United Transportation Union

Metrolink stands tall, leading the way on PTC

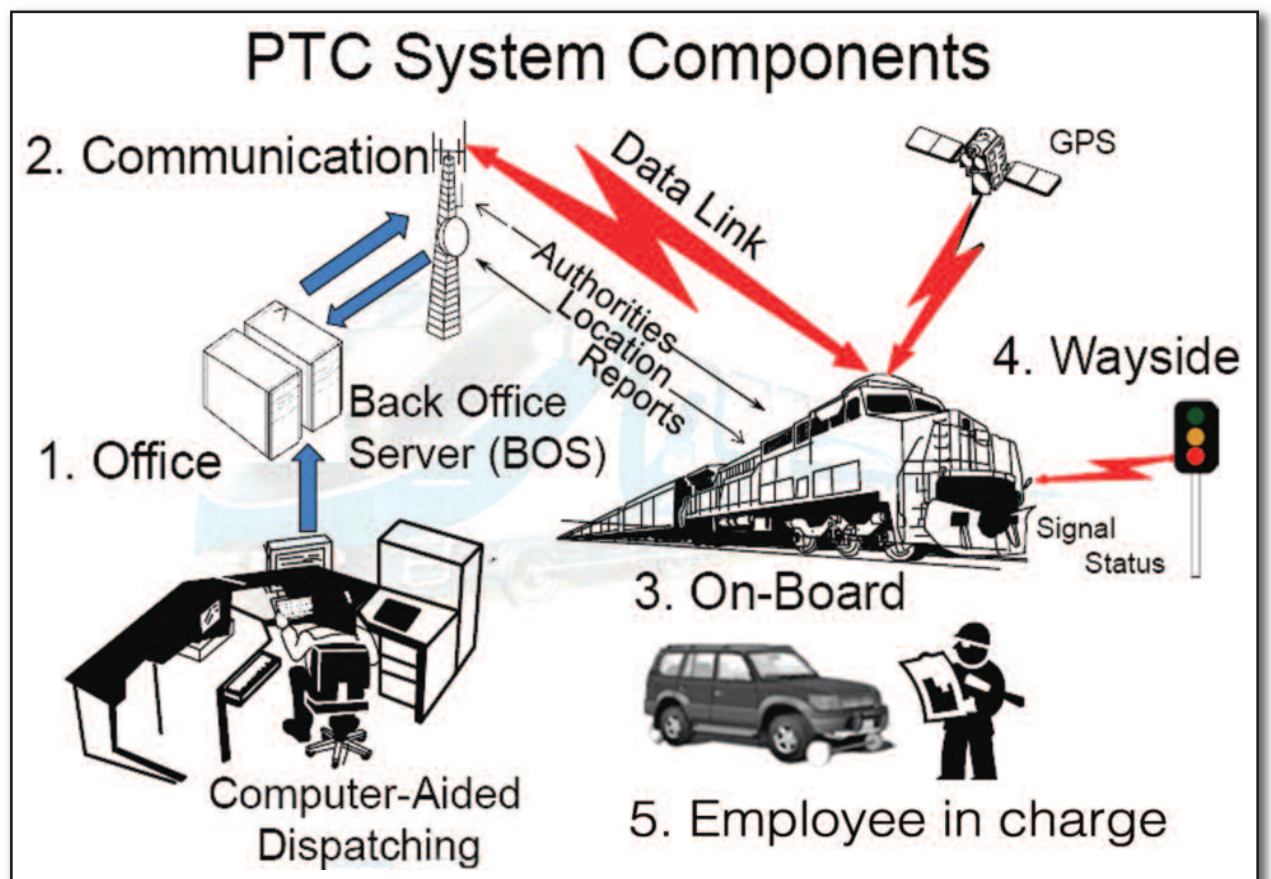
Positive train control (PTC) is modern technology to reduce train accidents, save lives and limbs, improve on-time performance and produce revenue-enhancing business benefits for railroads.

PTC utilizes the satellite global positioning system (GPS), wireless communications and central control centers to monitor trains and prevent collisions by automatically applying the brakes on trains exceeding authorized speeds, about to run a red light, violating a work zone or running through a switch left in the wrong position.

A small price to pay for saving lives and limbs

For two decades, the National Transportation Safety Board has had PTC installation at the top of its public-safety objectives. The UTU worked with labor-friendly lawmakers to include a mandate for PTC installation in the Rail Safety Improvement Act of 2008, with a 2015 implementation deadline.

However, the Association of American Railroads, which represents the freight railroad industry – and which 30 years ago was an aggressive proponent of an earlier version of PTC, called Advanced Train Control Systems – is lobbying Congress for a multi-year delay in widespread PTC installation, while offering other options for safety improvements instead of PTC.



Citizens for Responsibility and Ethics in Washington says lawmakers supporting the lengthy delay, including House Transportation & Infrastructure Committee Chairman John Mica (R-Fla.) and House Rail Transportation Subcommittee Chairman Bill Shuster (R-Pa.), are among

the biggest recipients of freight-railroad campaign contributions.

Some commuter railroads and Amtrak view matters quite differently, especially Los Angeles

Continued on page 10

Speed restrictions: Ignore them at risk of life and limb

A message from the UTU Rail Safety Task Force

As most railroaders can attest, there are times that procedures and operating rules set by the FRA or imposed by carriers can be difficult to understand. The language may seem vague, and the ballast-level application often is left up to interpretation, which leads to ambiguity and confusion.

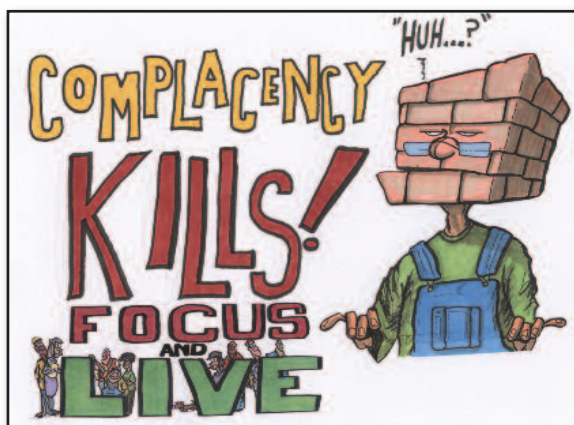
Other rules and procedures are crystal clear, but the ballast-level application depends on an individual's level of training and professionalism.

With conductor certification, this responsibility has been highlighted and enhanced, and retaining such certification can depend on proper ballast-level application of operating rules.

This brings us to the proper application of one of the most important and consistent rules throughout the nation, which was put into place by the FRA to protect life, limb and property during circumstances that require the utmost attention to detail and all crew members' undivided attention: restricted speed.

The foundation of restricted speed for all rail

Cartoon by member Alan Nash of Local 257



carriers is found at Code of Federal Regulations, Section 49, Part 236, Subpart G-Definitions § 236.812, dealing with speed restriction. It requires: "A speed that will permit stopping within one-half the range of vision, but not exceeding 20 miles per hour."

Many will read that statement and proceed at the limits of that definition – a speed of 20 miles per hour – completely overlooking the true intent of the regulation.

Restricted speed is not a posted speed that we strive to maintain. It is as crystal-clear a word that can be used in a procedure: Restricted based on circumstance – circumstance that only those

in the locomotive cab can truly apply to ensure safe operation.

Is there a train ahead? Broken rail? Faulty signals? The circumstances surrounding the use of restricted speed may vary, but the importance of protecting life, limb and property never changes.

Continued on page 10

Have a smartphone? Scan this box

Below is what's called a QR (quick response) code, similar to barcodes found on most all products. Scan it with a bar-code reader-equipped smartphone and it will take you directly to the UTU website, www.utu.org. (Remember that federal or employer regulations may prohibit the use of electronic devices while on duty.)



UTU International dues to increase by \$2 a month on May 1. See article on page 10.

Around the UTU

Local 168, Chicago

Local Chairperson **Doug Silkowski** reports that UTUIA Field Supervisor **Greg Hale** visited with members of this Amtrak local Feb. 15-16 to discuss UTUIA insurance products. "Brother Hale explained why UTUIA insurance is the best value for the money. We were happy to have him at our local," Silkowski said.

Local 240, Los Angeles

Members **J.M. "Mike" Howard** and **Glen M. Shahian** died Jan. 15 and 17, respectively, Local Chairperson **Harry J. Garvin Jr.** reports. Howard began his railroading career Dec. 6, 1976, with Union Pacific. He previously held membership in Locals 1422 and 1846 and worked as a road switcher at Mira Loma, Kaiser, Montclair and City of Industry. Conductor Shahian died while on the job. He hired out with Southern Pacific June 8, 1978, and was planning on retiring this year. He is survived by his wife, Marianna, and son, Bert. "These brothers will be deeply missed by those employees and friends that knew and worked with them in the Los Angeles area over the years," Garvin said.

Local 257, Morrill, Neb.

Members are reminded that they can find local news, contact information for local officers, links to numerous agreements and circulars and other information at the local's website at <http://0257.utu.org>.

Local 756, San Antonio

Three UTU engineers from this local were presented with plaques made by renowned railroad artist Herschel "Scotty" Scott at the local's regular meeting Jan. 25 at the Omni Hotel in San Antonio, Secretary & Treasurer **Mike Araujo** and Local Chairperson **John Dunn** report. Each was also presented with a UTU clock from American Products, Dunn said. The presentation was to mark the retirements of **Raul Cervera** (1984-2012), **Leonard Neill** (1994-2012) and **Benny Buckert** (1970-2012).



From left, retired engineers **Benny Buckert**, **Leonard Neill** and **Raul Cervera** proudly display the railroad artwork presented to them upon their retirements by the members of Local 756.

Local 768, Decatur, Ill.

Local Legislative Rep. **Carl Draper** has been elected president of the Decatur Trades and Labor Council, representing more than 13,000 active and retired members, Local Chairperson **Dan Calhoun** reports. In other news, Calhoun said that more than \$650 was raised for the family of Local 1895 member **Christopher Ochoa** at Local 768's multi-craft and members-only Christmas parties in December. Ochoa, who died Oct. 17, is survived by a wife and four children. "Both parties were full houses and enjoyed by many," Calhoun said. He also noted that members should mark their calendars for the third annual multi-craft cookout sponsored by the Brennan Law Offices. The cookout will be held at the main pavilion at Spitler Woods State Park in Mt. Zion, Ill., Saturday, Oct. 3. All active and retired railroaders from all crafts are invited and are asked to bring a side dish to share. Main course and beverages will be provided.

Local 774, Atchison, Kan.

This Union Pacific local has established a website at <http://0774.utu.org> containing local news and contact information for all local officers, Local President **Daniel Wilburn** reports. The lat-



Kansas City Southern conductor **Rodney Hennigan's** outdoor adventures with family and friends led him to publish a book that is taking Louisiana by storm.

True-life outdoor adventures bring literary recognition

Rodney Hennigan's entertaining tales of his true-life adventures in the woods generated a great fondness among family, friends and others for his written words.

Hennigan first starting writing about his outdoor adventures with his seven sons, his friends and his own father to pass down to his family for their personal enjoyment. But nearly everyone who read his stories encouraged him to share them with the public.

That encouragement led Hennigan to publish his first book, *My Father's Gift: A Louisiana Outdoor Legacy*.

"What got me to start writing was a time out in the woods with one of my boys. It wasn't a great experience and he said, 'I'm never going in the woods again,'" Hennigan said.

When Hennigan sought out a publisher, "The publisher said, 'Sir, I took your manuscript home and read it and it was as if you were standing next to me, telling your stories,'" he said.

After it was published, Hennigan's family and friends threw a surprise party. They started selling the books for him and he began receiving letters and telephone calls.

The book has since generated an avalanche of publicity. It has been reviewed in newspapers, led to radio interviews and a television appearance for Hennigan, and was a featured book selection at The Louisiana Book Festival of 2011. He was one of four authors out of more than 200 to be selected to serve as a panelist at the festival.

The Louisiana State Library has even placed his book on a list of titles for the state's libraries to consider.

He is now giving presentations to school children and civic organizations and is slated to write for a new magazine called *Bayou Bucks*.

"I am so humbled by all of this," Hennigan said. "This book thing was totally unexpected. I only had a high school education, but I figured I'd test my writing skills."

Hennigan, 52, followed his father into the railroad industry. A conductor and member of Local 659 at Leesville, La., he now has 33 years with Kansas City Southern.

For more information about Hennigan and his book, visit www.rodneynhennigan.com, or go to the Facebook page entitled *My Father's Gift*.

est update informs members that Vice Local Chairperson **Shawn Randall** will be handling vacation scheduling in 2012. Wilburn also encourages all members to attend local meetings at 2 p.m. on the second Sunday of each month at the VFW Hall at 2201 Main St. in Atchison.

Local 982, Rochester, N.Y.

Monthly meetings for this local will now be held at 1 p.m. on the third Saturday of each

month at SMWIA Local 58 Union Hall at 301 Pulaski St. in Syracuse, N.Y., Local Chairperson **Dave Murphy** reports.

Local 1402, Dupo, Ill.

Delegate **William R. "Bill" Melican** retired Jan. 1 after more than 42 years of service, Alumni Association member and former Local President **John H. Lowe Jr.** reports. Melican, a licensed pilot since high school, was elected local legislative representative at the age of 19 and had held that office numerous times during his career. He had also held the offices of vice local chairperson and local trustee and had served as an operational craft trainer and Operation Lifesaver presenter, Lowe said. He was a member of the Missouri National Guard, the District 196 Board of Education, the Prairie DuPont Volunteer Fire Department and was active in the Dupo Area Jaycees and Cub Scouts. "Bill is looking forward to spending time with his nine grandchildren and wife, Paula," Lowe said. "Fair skies and a good tail wind, Bill."

Local 1846, West Colton, Calif.

For all members who were unaware, former Local President **Wayne Hudgins** died last year,



Hudgins

Local Chairperson **Timothy J. Baccari** reports. "We thank Wayne and his family for his unrelenting efforts to improve the lives of his brothers and sisters, who cared so much about him. Wayne fought for more than 40 years to lay the groundwork for their futures. You will be missed very much, especially on the golf course," Baccari said. In an online guestbook, UTU International President **Mike Futhey** wrote: "Wayne Hudgins will always be remembered as a servant for his fellow man. That is the highest honor available. Wayne will be missed. We have lost a true brother. Rest in peace."

Texas State Legislative Board

The following officers of the Texas State Legislative Board were elected by acclamation at the board's 11th quadrennial assembly in Austin held Jan. 29 to Feb. 2: **C.M. "Connie" English Jr.** (Local 489), legislative director; **Kamron Saunders** (Local 508), assistant state legislative director; **Glen Johnson** (Local 937), chairperson; **Bobby Bradford** (Local 923), vice chairperson; **Charlie Jones** (Local 1886), vice chairperson, and **Brian English** (Local 756), secretary.

North Dakota locals hosting meetings in April

All active and retired members of North Dakota locals will have the opportunity to visit with UTU International and general committee officers and representatives from the Railroad Retirement Board, health-and-welfare benefit providers and designated legal counsel at a series of informational meetings from April 10-13. Members and their spouses are welcome to attend any of the four meetings, according to State Legislative Director **Tessa Burkle**. For further information, call (701) 223-0061 or send email to utu4nd@gmail.com. The schedule is as follows:

- Tuesday, April 10, **Local 1344**; 2 p.m. meeting followed by free lunch at the Mandan Eagles Club.
- Wednesday, April 11, **Locals 887, 980, 1137**; 1 p.m. meeting followed by free lunch at the Fargo Howard Johnson Inn.
- Thursday, April 12, **Local 525**; 2 p.m. meeting followed by free lunch at the Grand Forks Ramada Inn.
- Friday, April 13, **Local 1059**; 1 p.m. meeting followed by a 6 p.m. social and 7 p.m. retirement banquet at the Minot Vegas Motel.

FRA amends conductor certification

WASHINGTON – Responding to petitions for reconsideration to its Nov. 9, 2011, final rule on conductor certification, the FRA has delayed for six months the testing implementation dates and clarified other mandates affecting territorial qualifications and the definition of hostlers.

The FRA said that, because its final rule was published Nov. 9, 2011, six months later than contemplated, carriers were not permitted sufficient time to formulate training programs and have them approved by the FRA in time for testing to begin March 1, 2012.

Therefore:

- By Sept. 1, 2012 (rather than March 1, 2012), each railroad (other than Class III) shall designate as “certified conductors” all persons authorized by the railroad to perform the

duties of a conductor as of Jan. 1, 2012; and issue them certificates of certification.

- Class I and Class II (regional) railroads, Amtrak and railroads providing commuter services, will have until Sept. 30, 2012, to submit to the FRA for approval their programs for training, testing and evaluation. Class III (shortlines, switching and terminal) railroads will have until Jan. 31, 2013, to do so. The programs submitted by railroads will require collaboration with UTU general chairpersons.

- After Sept. 1, 2012, each railroad (other than Class III) shall designate as a “certified conductor” those authorized by the railroad to perform the duties of a conductor subsequent to Jan. 1, 2012, upon successful completion of testing, training and evaluation.

- After Dec. 1, no Class I or Class II railroad, Amtrak or railroad providing commuter service shall initially certify or recertify a conductor unless that conductor has been tested and evaluated. For Class III railroads, that date is April 1, 2013.

- No later than March 31 of each year (beginning in calendar year 2014), all railroads (other than Class III railroads) shall conduct a formal annual review and analysis concerning the administration of its program for responding to detected instances of poor safety conduct by “certified conductors” during the prior calendar year.

- If a conductor lacks territorial qualifications on main track physical characteristics, that conductor shall be assisted by a person who meets the territorial qualification requirements.

- For a conductor who has never been qualified on main track physical characteristics of the territory over which the conductor is to

serve, the assistant shall be a “certified conductor” who is not an assigned crew member.

- For a conductor who was previously qualified on main line physical characteristics of the territory over which the conductor is to serve, but whose qualification has expired for one year or less, and who regularly traversed the territory prior to the expiration of the qualification, the assistant may be any person, including an assigned crew member, who meets the territorial qualification requirements for main track physical characteristics.

- For a conductor who previously qualified on main track physical characteristics of the territory over which the conductor is to serve, and whose qualification has been expired for one year or less, but who has not regularly traversed the territory prior to the expiration of the qualification, or a conductor whose territorial qualification on main track has been expired for more than a year, the assistant may be any person, including the assigned crew member other than the locomotive engineer, so long as the serving assistant would not conflict with that crew member's other safety sensitive duties and who meets the territorial qualification requirements for main track physical characteristics.

- As for qualification, and since territories differ in their complexity, railroads will be given discretion to determine how many times a conductor must pass over a territory to be considered to have regularly traversed a territory.

- Each of these territorial qualification issues will be included in each railroad's plan filed with the FRA and will contain the input from general chairpersons.

Hostler Type Assignments Not Covered:

- A person who moves a locomotive or a group of locomotives within the confines of a locomotive repair or servicing area – or moves a locomotive or group of locomotives for distances of less than 100 feet, and this incidental movement of a locomotive or locomotives is for inspection or maintenance purposes – is not subject to conductor certification requirements.

The proposed new minimum training standards for those in safety-sensitive positions, announced by the FRA in a Feb. 7 Notice of Proposed Rulemaking, will also apply to conductor certification training programs. (See story at left.)

“With many thousands of new employee coming on board in the near future, the new training standards will help provide adequate training,” said UTU National Legislative Director James Stem.

FRA proposes new training standards

WASHINGTON – New minimum training and qualification standards are being proposed by the Federal Railroad Administration for rail workers in safety-sensitive positions.

In a Notice of Proposed Rulemaking published Feb. 7 in the *Federal Register*, the FRA said affected employees would have to be trained and qualified in federal rail safety laws, regulations and orders. Those affected include train and engine workers, maintenance-of-way employees, and workers who inspect and repair freight and passenger cars and locomotives.

The FRA proposes that each railroad or contractor develop a training program designating the qualifications of each employee and then submit that program for agency approval.

The training would consist of proficiency-based, incremental training modules, with workers required to demonstrate proficiency in one area before being permitted to accept additional instruction.

Workers will need to be trained in safety laws, rules and orders

Employers would then be required to conduct periodic oversight of their own employees to determine compliance, and conduct annual written reviews of their training programs to close performance gaps.

The proposed rule is a requirement of the Rail Safety Improvement Act of 2008.

“Well-designed training programs have the potential to further reduce risk in the railroad environment,” said FRA Administrator Joe Szabo. “Better training can reduce the number of accidents, particularly those caused by human factors, which account for the vast majority of reportable accidents each year.”

Nationwide uniformity in training

UTU National Legislative Director James Stem said, “We need to start at the end of the pipeline. When you have a student, a new employee or an existing employee who is being trained on new equipment or new operating practices, what skills do we expect that employee to possess at the end of the training process? And then we'll work back from that.”

Stem said many railroads, seeking to reduce training costs, have delivered self-directed, computer-based training, “leaving workers unprepared for the hazards of the job. Where there's no instructor in the room, and all of the available information for the student is on the screen, if the student doesn't understand the question, he or she has no one to ask. That student is then sent to the field.”

FAA proposes raising pilot qualifications

WASHINGTON – Qualification requirements for first officers who fly for U.S. passenger and cargo airlines would be substantially raised under a proposed Federal Aviation Administration rulemaking.

The FAA, subject to public comment and publication of a final rule, proposes that first officers – also known as copilots – hold an Airline Transport Pilot (ATP) certificate, requiring 1,500 hours of pilot flight time. Currently, first officers are required to have only a commercial pilot certificate, which requires 250 hours of flight time.

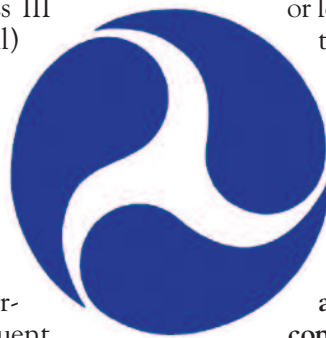
The proposed rule also would require first officers to have an aircraft-type rating, which involves additional training and testing specific to the airplanes they fly.

Other highlights of the proposed rule include:

- A requirement that pilots have a minimum of 1,000 flight hours as a pilot in air carrier operations that require an ATP prior to serving as a captain for a U.S. airline.

- Enhanced training requirements for an ATP certificate, including 50 hours of multi-engine flight experience and completion of a new FAA-approved training program.

- An allowance for pilots with fewer than 1,500 hours of flight time, but who have an aviation degree or military pilot experience, to obtain a “restricted privileges” ATP certificate. These pilots could serve only as a first officer, not as a captain. Former military pilots with 750 hours of flight time could apply for an ATP certificate with restricted privileges. Graduates of a four-year baccalaureate aviation degree could obtain an ATP with 1,000 hours of flight time only if they also obtained a commercial pilot certificate and instrument rating from a pilot school affiliated with the university or college.



UTU schedules treasurer workshops

**April 3-5 in Ontario, Calif.
May 15-17 in N. Olmsted, Ohio**

The UTU International is conducting two local treasurers' workshops: in April in Ontario, Calif., and in May at its headquarters in North Olmsted, Ohio.

Those interested in attending should call (216) 228-9400, or email Executive Assistant Nancy Miller at n_miller@utu.org.

Each three-day session will include all training and materials at no cost to local treasurers. However, the local is responsible for all other costs associated with the treasurer's attendance at the workshop. Lost time or salary, travel, hotel and meal expenses connected with attendance may be reimbursed, if pre-approved at a local meeting, as an allowable expense of the local.

Training will be conducted by UTU International Auditors **Steve Noyes, Bobby Brantley and Mike Araujo.**

Vote like your job, family depend upon it

It has been said that the comfort of the rich depends upon an abundant supply of the poor.

Working families today feel the pain of that comment. Most are struggling to keep their heads above water as the gap between the middle class and the rich continues to widen.

In decades past, labor unions forged America's middle class, fighting for livable wages, employer-paid benefits including health care insurance, seniority rights and prohibitions against discrimination in the workplace.

Today, we are seeing a vicious assault on labor unions by conservative lawmakers – helped into office through political contributions of large employers and other anti-union forces – whose objective is to eradicate collective bargaining rights and labor unions.

In Arizona, Florida, Idaho, Indiana, Michigan, Ohio, Wisconsin and other states, anti-union legisla-



International President's Column

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

tion of building a solid middle class.

We have heard about the top one percent in America, whose earners make more than \$700,000 annually. Middle-class families earn considerably less, and the little wealth they have acquired – in home equity and modest retirement savings – has been whittled away during this recession.

Almost one in four home owners now owe more on their homes than they are worth, while most of the remaining home owners have seen the value of their homes decline as much as 40 percent.

Harold Meyerson recently observed: "When it comes to elections, unions are still the most potent mobilizers." As shown in the centerfold of this

spell doom for organized labor and millions of middle-class Americans whose job security, wages, benefits and working conditions depend on collectively bargained contracts. It needn't be so if families in the labor movement, and others in the middle class, vote to end the war on labor.

We can make a difference this November. We must make a difference this November. Our job security, wages, benefits and working conditions hang in the balance.

As Benjamin Franklin observed

When it comes to elections, labor unions are still the most potent mobilizers.

issue, UTU members go to the polls in larger numbers than most any other grouping of voters. And that is true for all labor union members.

The November general elections – at the state and federal levels – could

when signing the Declaration of Independence, "We must all hang together or assuredly we shall all hang separately." For America's middle class, those words ring as true today as they did in 1776.

Never in the history of the U.S. has there been such a concentration of wealth in the hands of a small elite

tion has been advanced and, in some cases, passed. In Congress, the House of Representatives has advanced legislation to weaken the ability of unions to organize and bargain collectively.

As our nation grapples to recover from a long and deep economic recession, many of those finding new employment must accept minimum wage – or only slightly more – in jobs providing no health care insurance or other employer-paid benefits that are the founda-

A study out of the University of California (Los Angeles) concluded: "Never in the history of the United States has there been such a concentration of wealth in the hands of a small elite."

During the 1940s, as America's middle class grew and prospered, 40 percent of American workers belonged to labor unions. Today, that figure is below 12 percent. Anti-labor forces wish to make that percentage even smaller.

Yet, as *Washington Post* columnist



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

Close-call reporting system aids workers

Let's begin with two givens: The railroad environment is absolutely unforgiving; and the easiest accident to survive is one that doesn't occur.

There you have the motivation for the voluntary Confidential Close Call Reporting System (C³RS), which is a collaborative effort among the UTU, the Brotherhood of Locomotive Engineers and Trainmen, the Federal Railroad Administration and carriers.

C³RS has been in place for varying periods over the past five years as



A message to UTU members from UTU International Vice President John Previsich

that all reports by employees are collected anonymously and confidentially by DOT's Bureau of Transportation Statistics and the National Aeronautics and Space Administration.

er operating rules, improved training and/or education.

Examples of close calls include varying levels of risk, such as leaving pieces of equipment unsecured, improper blocking, operating trains beyond track authority, or violating operating rules.

In January, the Volpe National

The FRA calls C³RS a "cornerstone" of its risk-reduction efforts, and is using lessons learned to improve and expand the now voluntary program nationwide.

UTU General Chairperson **Dirk Sampson** (Amtrak, GO 769) calls C³RS "a success story." UTU General Chairperson **Pat Reilly** (NJT, GO 610) said, "By far, this is the best safety program I've seen."

I fully agree, having assisted in implementing and/or reviewing each of the four voluntary C³RS projects. Doing business in this manner diminishes discipline and punishment, and moves the industry to a more employee-friendly environment.

The confidentiality of workers making reports is crucial to the success of C³RS

pilot projects on four railroads – Amtrak (most yards, systemwide), Canadian Pacific (Portage, Wisc.), New Jersey Transit (systemwide) and Union Pacific (North Platte, Neb.).

C³RS encourages engineers, conductors, trainmen and yardmasters to report – without fear of discipline or FRA enforcement action, even if a rules exception occurred – close calls that may have resulted in accidents or injuries.

Crucial to the success of C³RS is

Reports are made either via a postage-paid form or electronically at a designated website, with a follow-up confidential interview by one of the federal agencies. After identity and location details are removed, the information is transmitted to the carrier, where a C³RS peer review team recommends corrective action, such as improved training, changes in physical plant, changes in existing federal safety laws or regulations, changes in carri-

The success of the C³RS program proves it deserves to be expanded nationwide

Transportation Center and two private sector contractors reported significant improvements in safety culture where C³RS is in place. These improvements were found in labor/management relations, organizational and supervisor fairness and relationships, communication with supervisors, work safety priorities and coworker safety.

The old way, akin to the adage that the beatings will continue until morale improves, has given way to handling safety problems in a productive and non-punitive way that improves safety for our members and the bottom line for the carriers. C³RS has proven its worth and deserves expansion nationwide.

State Watch

News from UTU State Legislative Boards

Wyoming

Legislation designed to strip collective bargaining rights from firefighters, police officers and most other public employees was quickly quashed last month in the Wyoming House of Representatives, State Legislative Director **Stan Blake** reports.



Blake

The legislation, sponsored by Rep. Kendall Kroeker (R-Casper), was designed to mimic attacks on public sector employees as attempted in Wisconsin, Ohio and elsewhere.

"This legislation tried to create a problem where none existed," said Blake, who also serves as state representative for the Green River area. "I have not heard of any cities having problems with the collective bargaining process."

The legislation did not receive the required two-thirds majority for introduction; the final vote was 42 in opposition and 18 legislators in support, Blake said.

"We killed it right at introduction," he said.

"The vote sends a clear message of the importance of collective bargaining to firefighters and other public sector employees in Wyoming," Blake said. "This is a clear victory for organized labor in Wyoming."

Arizona



Greg Hynes (left) with wife Mona (right) and Sen. Sanders.

State Legislative Director **Greg Hynes** recently met with Sen. Bernie Sanders (I-Vt.) at an event put together by the Arizona Advocacy Network. (AAN is in a battle to save the "clean elections" law in Arizona.) "Sanders spoke of the importance of unions as well as clean elections," Hynes said. "With the anti-union legislation being pushed in Arizona, we will need a consolidation of all groups who represent working families to come together to battle these extremist bills."

Minnesota

UTU locals and state legislative boards in Minnesota and North Dakota are collecting non-perishable foods to aid union brothers and sisters who were locked out of their jobs in six states by American Crystal Sugar (Bakery, Confectionary, Tobacco Workers and Grain Millers International) and Cooper Tire & Rubber (United Steel Workers).

This Journey for Justice, which also involves other labor organizations, follows a December holiday toy drive that benefitted children of the locked-out workers.

Cooper Tire & Rubber locked out more than 1,000 workers at its Findlay, Ohio, plant just after Thanksgiving, while American Crystal Sugar locked out some 1,300 of its workers at seven facilities more than six months ago, refusing to negotiate.

Said Minnesota State Legislative Director **Phil Qualy**: "These loyal and productive workers – our union brothers and sisters – have been locked out of their life-long jobs through no fault of their own. As fellow middle-class Americans and trade unionists, their plight is our plight and they need and deserve our help."

Georgia



State legislative board members (left to right) Ed Chambers (L-941, Columbus); Jay C. Roy (L-1245, Atlanta); Jimmy Legette (L-1263, Valdosta); Mike Parker (L-535, Macon); Jeff Vanlandingham (L-511, Atlanta); Gary Whitt (L-1971, Atlanta); Jimmy Stewart (L-1910, Macon); Matt Campbell (L-1031, Savannah); Bernard Gray (L-1033, Atlanta) and Keown. (Not pictured: Steven Wiley, L-674, Augusta.)

Members of the Georgia State Legislative Board recently met at the capital in Atlanta to assist State Legislative Director **Howell Keown** in hosting a luncheon for the Georgia Working Families Caucus. More than 20 state representatives and senators, along with numerous labor lobbyists, met and were served lunch provided by the legislative board, Keown said. "The Georgia State Legislative Board is proud to be able to show thanks to those who serve and represent the working families of Georgia," Keown said. "I believe this is the largest crowd that we have had at the capital during my term in office."

Michigan

The Michigan State Legislative Board held its quadrennial meeting last month and all current executive board officers were re-elected to the same positions: **Jerry Gibson** (Local 313, Grand Rapids) as state legislative director; **Jerry D'Ortenzio** (Local 1760, Detroit) as assistant state legislative director, and **Bill Miller** (Local 72, Battle Creek) as secretary.

The board also held a joint meeting with local chairpersons in the state, along with representatives from the FRA, to discuss conductor certification regulations, safety and other related topics.

"I have these training classes once a year with the FRA to ensure that our UTU officers have the most updated and accurate information needed for our daily interactions with our membership," Gibson said.

"We, as union officers, must be a factual source of information and one of our most important tasks is to tell our members what they need to know, not what they want to hear. By knowing who to contact and what is, or is not, a potential violation, we can handle ballast-level issues in a more timely fashion which is of great value to our membership."

Bus Department

By Calvin Studivant, alternate vice president-bus
mcoperator2@yahoo.com

Attacks on mass transit absurd



Studivant

When reading about the conservatives' attack on mass transit in the House of Representatives, all I can ask is, "What are they thinking?"

With gas prices rising to record levels, even low-wage workers who own an automobile can't afford to drive to work; and for the millions of low-wage workers without an automobile, their only means of going to and from their jobs is by mass transit.

Yet mean-spirited conservatives in the House of Representatives are pushing legislation that would scale back federal funding for mass transit. Moreover, they want to prevent transit systems from using a portion of the federal funds they do receive – and which previously were earmarked for new equipment – for retention of curtailed service that would bring furloughed employees back to work.

Equally mean spirited is legislation encouraging transit system privatization, which would open the door for non-union operators eager to pay substandard wages and eliminate employee health care insurance and other benefits.

On the back cover of this issue is an article on legislative language that would remove any requirement for shuttle-van operators whose vehicles cross state lines from paying even minimum wage or overtime. We can be sure that if this provision is enacted into law, an effort would follow to apply the legislation to bus and transit operators.

An article on page 10 describes how the UTU's District of Columbia Legislative Director **Willie Bates**, a member of an Obama administration Transit Rail Advisory Committee, is working to draft language creating standardized federal safety regulations for transit system nationwide, an effort staunchly opposed by congressional conservatives.

Never in my career have I witnessed such mean spiritedness by members of Congress. Our National Legislative Office is working diligently to educate more moderate Republicans on the potential danger to public safety and the economic well-being of working families from these harmful legislative attempts.

Each of us has an obligation to help in this effort, by encouraging our coworkers, families and friends to register to vote and vote in November in favor of labor-friendly candidates. We also can make a difference by joining the UTU PAC, or increasing our donations to the UTU PAC.

We must make our voices heard on Capitol Hill – for the sake of our jobs, our economic security and the millions of Americans who depend on public transportation to take them to and from work.

**We must make our voices heard
on Capitol Hill by donating to the UTU PAC**

Survey says...

**What are the demographics of UTU members?
What's important to UTU members in 2012?
Are you voting in this year's election?**

The UTU's political consultant, Dean Mitchell, has conducted several surveys of UTU members to assist the UTU leadership in ensuring contributions by the UTU PAC are focused on labor-friendly candidates who understand issues most important to working families and UTU members.

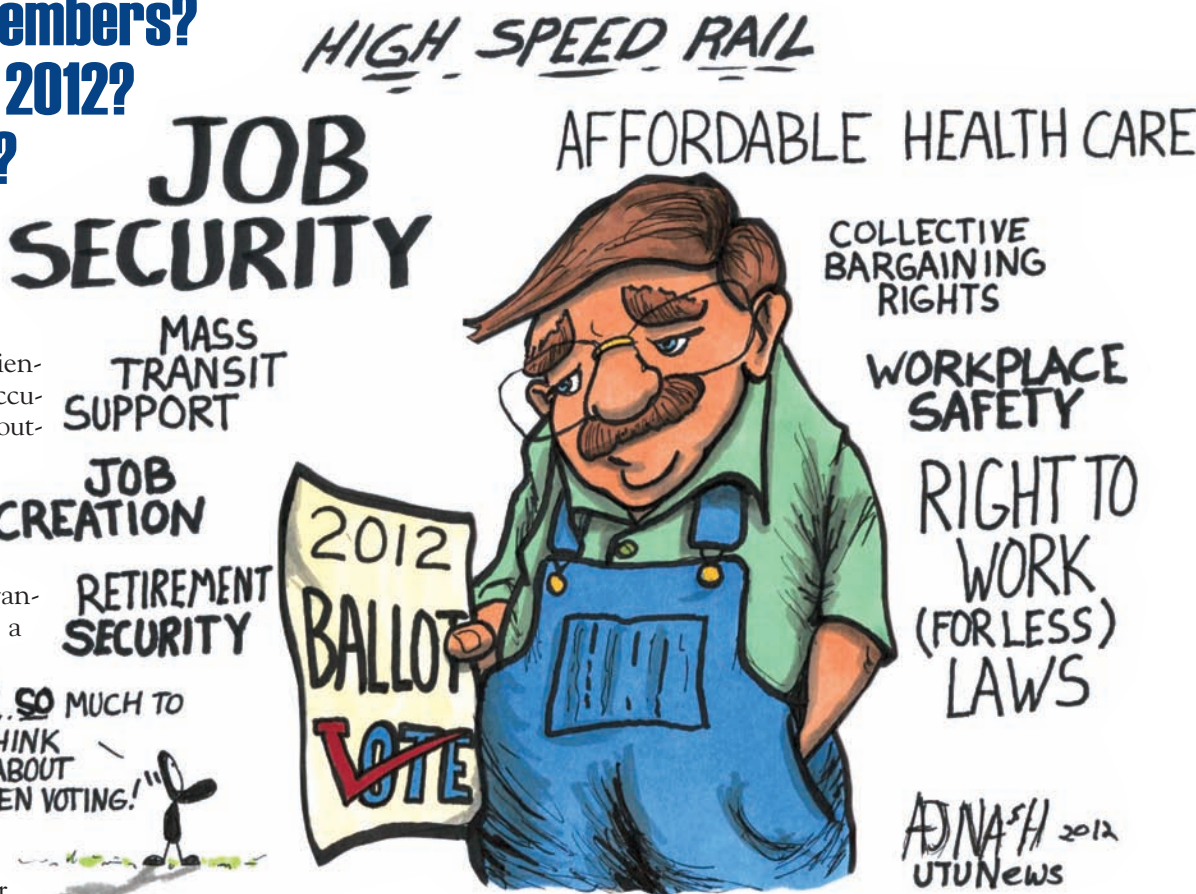
Advanced statistical methods, developed by universities and political scientists, allow relatively small random samples to reflect, with considerable accuracy, the characteristics of a much larger population, such as the probable outcome of an election or most important concerns of those eligible to vote.

As we know from television news coverage, these methods have proven extremely accurate in predicting the outcome of an election based on early voting patterns.

Over the past year, the UTU's political consultant has utilized these random sampling techniques, as well as data from the AFL-CIO, to create a snapshot of the entire UTU membership, and some of those results are reflected in the graphic charts on this page.

Demonstrated is that UTU members (and, most probably, family members of voting age) cast ballots in a far higher percentage than the general population. And, by far, the most important issues on the minds of UTU members when going to the polls are jobs and the economy.

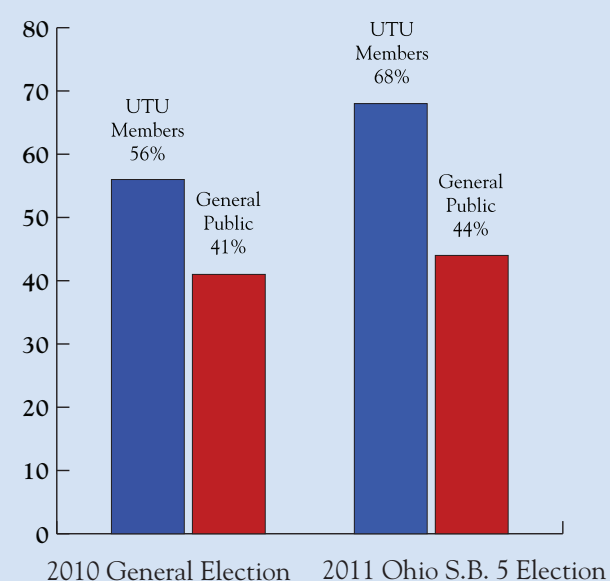
Especially notable, as shown in the graphics, is that despite party affiliation, UTU members, in previous elections, have cast ballots in favor of candidates recommended by the UTU – labor-friendly candidates with favorable records in support of collective bargaining rights, workplace safety laws and regulations, public transit and Amtrak funding, and opposition to privatization of Social Security, Railroad Retirement and Medicare.



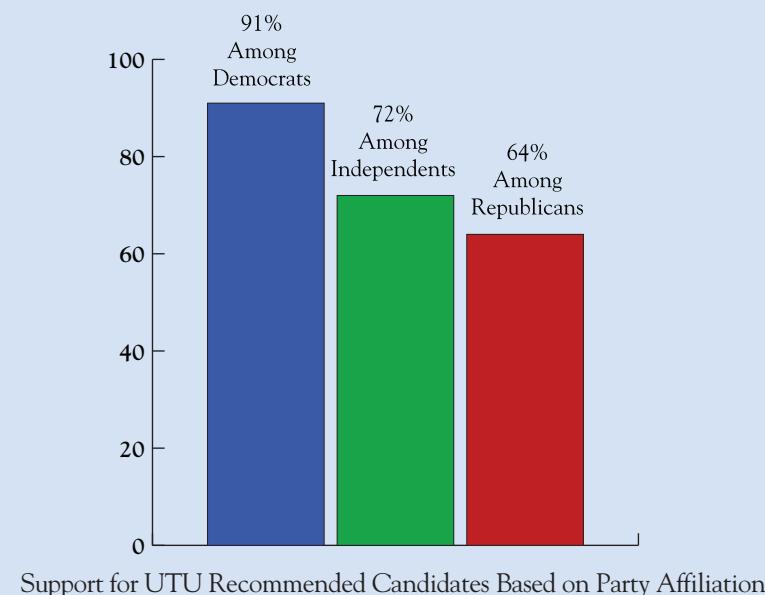
Cartoon by member Alan Nash of Local 257

The surveys below represent 'snapshots' of UTU members at the ballot box

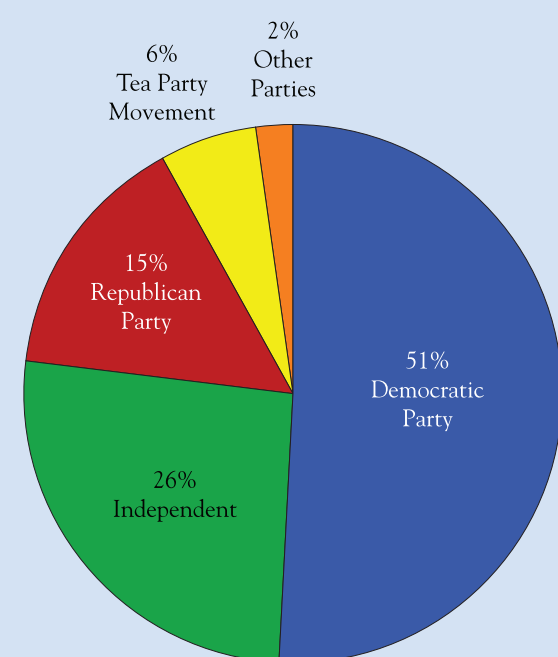
Membership Election Turnout



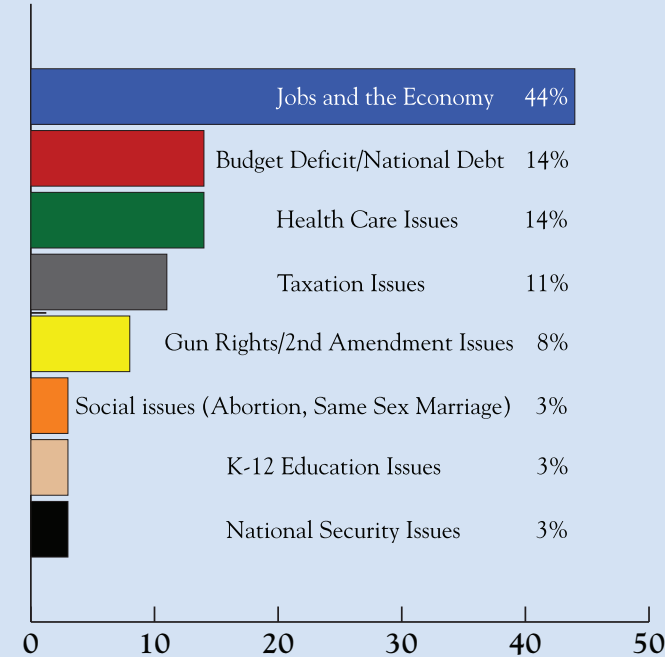
Members Respect UTU Supported Candidates



Membership Party Affiliation



Important Issues Affecting Vote Choice



Sanders

"We are not the only ones with a PAC. Employers and anti-union groups can, and are, donating to PACs that would like to see the UTU and other labor unions dry up and blow away. We must rely on ourselves, and each other, to make all of our working lives better. Donations to the UTU PAC help elect labor-friendly lawmakers locally and nationally."

Steve Sanders
Assistant Washington State Legislative Director



Thompson

"Whoever occupies positions in government determines regulations affecting collective bargaining, workplace safety, health care, and social welfare. If we fail to elect officials who share our values, those values will be lost. After more than 45 years in this industry, one fact is crystal clear: I have never been more aware of the need for working people to have a voice in government. The UTU PAC gives us that voice. Give to the UTU PAC. Our jobs depend on it."

Kim Thompson
General Secretary & Treasurer



Simon

"Organized labor throughout America needs to use its resources to take back our economy, fight to protect workers' rights and help elect labor-friendly lawmakers with the intelligence to create innovative ways to repair the mess we are in, while preserving what has already been promised. We help protect our collective bargaining rights, our safety in the workplace and our families' economic security by contributing to the UTU PAC."

Anthony Simon
General Chairperson,
Long Island Rail Road



Trujillo

"Fewer than 20 percent of UTU members are carrying the weight of all their brothers and sisters who have yet to sign up for the UTU PAC. Everyone among us has responsibilities to their families, to their communities and their houses of worship. By contributing to the UTU PAC, we safeguard our rights to organize, bargain collectively and ensure workplace safety laws and regulations. There are no free rides."

Andres Trujillo
Florida State Legislative Director



Hynes

"More than ever, we, as union members, must embrace the responsibility of electing labor-friendly lawmakers to secure our jobs, assure our economic futures, our collective bargaining rights, and our workplace safety laws and regulations."

Greg Hynes
Arizona State Legislative Director



Risch

"The government oversees Railroad Retirement, Social Security, arbitration, collective bargaining, representation elections and workplace safety, and provides funding and oversight to Amtrak and mass transit. It makes a difference who is elected to make decisions affecting our jobs, benefits and working conditions."

We can elect folks who believe in transportation and good-paying jobs, or we can elect candidates who don't. The UTU PAC contributes to labor-friendly candidates who support working families. The choice is ours. Give to UTU PAC as if your job depends on it – because it does."

John Risch
Alternate National Legislative Director



Edwards

"Our way of life is under attack by anti-union lawmakers and anti-union employers and forces that support their re-election with political contributions. What the American worker wants, and deserves, is a voice and a level playing field in Congress and state legislatures. By contributing to the UTU PAC, we gain that voice and an opportunity to level that playing field."

Kenny Edwards
Indiana State Legislative Director



Stem

"Lack of interest in our American political process – complacency – by workers is the worst enemy of job security, wages, health care benefits, workplace safety and secure retirement. All are under attack by anti-union forces."

The most effective response by working families is being involved in the political process by registering to vote, voting and participating in a strong PAC focused on workers' rights and benefits. That is why the UTU PAC is so important to our families and our futures."

James Stem
National Legislative Director

A UTU PAC contribution is an investment in your future

The UTU PAC is an investment in the future, supporting the candidacy of labor-friendly lawmakers at the state and federal levels, regardless of their political affiliation.

Active and retired UTU members need labor-friendly lawmakers in state legislatures and Congress as our transportation jobs, collective bargaining rights, health care and other benefits, working conditions and pensions are affected by legislation and regulation. The best way to help elect lawmakers who understand the concerns of working families – and thus gain a voice in matters that affect your job and retirement – is to contribute to the UTU PAC.

- The UTU PAC gives UTU members and retirees a voice in government by supporting labor-friendly candidates.

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

- UTU PAC contributions also may be made on a one-time basis by check.



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 the UTU PAC the amount indicated below annually, to be pro-rated monthly and collected with my union dues.

- | | | |
|---|--|---|
| <input type="checkbox"/> \$60 per year
<i>Bronze Club</i> | <input type="checkbox"/> \$120 per year
<i>Silver Club</i> | <input type="checkbox"/> \$300 per year
<i>Gold Club</i> |
| <input type="checkbox"/> \$365 per year
<i>Dollar-A-Day Club</i> | <input type="checkbox"/> \$600 per year
<i>Diamond Club</i> | <input type="checkbox"/> \$1,200 per year
<i>Platinum Club</i> |
| <input type="checkbox"/> \$2,500 per month
<i>The President's Circle</i> | | |

☐ 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 the 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 the UTU PAC are not deductible as charitable contributions for Federal income tax purposes.

UTU
Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

UTU retiree helps keep transport museum rolling

The old saying, “Be careful who you step on on the way up, because they will remember you on the way down,” is apparently true.

Just ask retired former Local 1006 (Brownsville, Pa.) local chairperson and legislative rep. **Ernie Bradmon**.

Bradmon, 72, serves as president of the Monongahela River, Railroad and Transportation Museum in Brownsville.

His right-hand man? Dave Gratz, 85, his former superintendent on Monangahela Railway, the guy who used to sit opposite him at the negotiating table.

Bradmon started railroading in 1968 on the former Pittsburgh & Lake Erie, now part of CSX. He retired in 2000.

Some years back, Bradmon became involved with the small museum, which features donated memorabilia from the National Road, trolley and



Bradmon

rail lines, boat-making and the Monongahela River.

The museum also boasts uniforms, once worn by Amtrak and Baltimore & Ohio conductors, and display cases filled with lanterns, tools and ticket books.

A nearly floor-to-ceiling cabinet holds railroad, coal mine and city maps, Bradmon said.

The former fire station also houses hand-carved models of trains. Its walls are covered with photos and paintings of trains and steamboats.

The region was home to a huge boat-making factory in the late 1800s, Bradmon said, and that helped develop nearby lumber, railroad and mining industries, the basis for the museum.

“Nobody understands a lot of this stuff when they first see it, like the Morse Code key and the curved stick they used to hand train orders to locomotive engineers aboard moving trains,” Bradmon said.

Bradmon is proud that his local donated \$500 to keep the museum alive, and that CSX has ponied up more than \$1,200 the last two years.

“The NS won’t give us anything,” Bradmon grouched.

The museum is located at 412 Church St., Brownsville, PA 15417. Phone (724) 326-4489.

Oakland “Old Rails” to meet April 15

The Oakland (Calif.) “Old Rails” will hold a dinner and get-together Sunday, April 15, at Dino’s Restaurant in Castro Valley, according to **Richard Scholl** of Local 239, Oakland.

The festivities will begin at noon with dinner served at 1 p.m. All ex-rails, mates and better halves are invited.

“It’s time for a little socializing to let the world know we’re still around and to renew old acquaintances,” Scholl said.

For more information contact Gilbert Sanchez, 5030 Trask St., Oakland, CA 94601; call (510) 533-4338.

Two retired UTU local officials die

Two notable UTU retirees – **Milton “Mac” McConahay** and **Louis Robert** – have died.

McConahay, 85, of North Platte, Neb., died Feb. 19. A Navy veteran, he began railroading as a fireman on Union Pacific in 1946 and retired in 1989 after 43 years of service. He was a member of UTU-predecessor Brotherhood of Locomotive Firemen & Enginemen and UTU Local 7 at North Platte where he held the offices of delegate, local chairperson, secretary/treasurer and served on the board of trustees for more than 15 years. He was a delegate to the first UTU International convention after the merger of four unions created the UTU.

Robert, a member of Local 645 in Babylon, N.Y., and a resident of North Bellmore, N.Y., died Feb. 25. A Navy veteran, he started railroading in 1956 on the Long Island Rail Road and retired as a conductor with 30 years of service. He served as treasurer of Local 645 for many years. He also worked for the UTUIA as an auditor, field supervisor and insurance agent.

UTU offers Pacific Northwest, Alaskan tours

Landfall Travel, the UTU Alumni Association’s designated travel agent, has put together three tours for members: an eight-day motorcoach tour of the Pacific Northwest, and two cruises to Alaska.

The Pacific Northwest tour leaves from Seattle June 25 and ends in San Francisco July 2. Highlights include Mt. St. Helens, Portland, Columbia River Gorge, Newport, Redwood National Park and Pier 39. Prices start at \$1,949 per person double occupancy.

The Holland America cruises will depart from either Anchorage (July 26) or Seattle (Sept. 8) and will include Denali National Park, Juneau, Glacier Bay, Sitka, Ketchikan and Victoria, B.C., and more.

Airfare for both tours is extra and can be arranged by Landfall. Certain other conditions apply.

For complete details call Landfall at (216) 521-7733, or view the UTU Alumni Association page at www.landfalltravel.com.

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
2	Marohn, Donald W.	Lambertville, Mich.	490	McDaniels, Jerry E.	Mount Carmel, Ill.	1075	Ross, Denzel	Lima, Ohio
7	McConahay, Milton F.	North Platte, Neb.	493	Timmerman, Earl J.	Wichita Falls, Texas	1075	Twitty, James H.	Palmetto, Fla.
113	Moyers, William L.	Winslow, Ariz.	496	Varney Sr., Jack R.	Milford, Ohio	1168	Davis, Cecil G.	Albuquerque, N.M.
171	Loughridge, James O.	Peru, Ind.	524	Hardin, Donald R.	Keithville, La.	1168	Schwalm, Jack H.	Belen, N.M.
200	Ryan, James F.	Nebraska City, Neb.	525	Reed, Robert N.	Thief River Falls, Minn.	1280	Foy, William H.	Guernsey, Wyo.
202	Bernstein, Leonard J.	Colorado Springs, Col.	528	Bloomstrand, Wendell D.	Ellsworth, Wis.	1312	Ptomey, John S.	Pensacola, Fla.
212	Martino, George T.	Middlebury, Vt.	556	Waldroup, Earl Floyd	Seattle, Wash.	1313	Cook, James E.	Amarillo, Texas
233	Sanders, James S.	Post Falls, Idaho	565	Cover, Robert L.	Centralia, Ill.	1327	Curry, Esmond E.	Holden, W. Va.
265	Fredericksen, Donald D.	Clarkston, Wash.	577	Hansen, Elmer F.	Lake Alfred, Fla.	1337	Goudeau, Barbin J.	Denham Springs, La.
281	Knoebel, C.J.	Waukesha, Wis.	607	Pohnert, Ben E.	Cape Girardeau, Mo.	1366	Cunliffe, A.L.	Syracuse, Utah
298	Schaefer, F.M.	Effingham, Ill.	607	Springfield, Donald R.	Thayer, Mo.	1376	Trott Jr., Sylvester C.	Pickerington, Ohio
305	Young, Roger L.	Lincoln, Neb.	631	Donegan, Charles C.	Cumberland, Md.	1386	Irvin, Everett T.	Chillicothe, Ohio
312	Koszuta, Douglas	Milwaukee, Wis.	645	Gravandi, Charles C.	Lindenhurst, N.Y.	1418	Harding, Charles W.	Freedom, Pa.
318	Crine, Leslie C.	Port Jervis, N.Y.	674	Candler, Albert S.	Lincolnton, Ga.	1570	Heard, Kenneth R.	Tracy, Calif.
322	Dufrane, Robert E.	Fond du Lac, Wis.	756	Keller, Patrick J.	Center Point, Texas	1570	Yost, Marvin E.	Auburn, Calif.
338	Coln, George J.	Hixson, Tenn.	807	Vanorsdol, Jack O.	Tucson, Ariz.	1608	Roberts, Kay E.	Plano, Texas
338	Higgins, Kenneth	Chattanooga, Tenn.	945	Yergert, Herman G.	Pueblo, Col.	1628	Zafaras, Jack T.	Homestead, Pa.
339	Futrell Jr., Charles F.	Jackson, Tenn.	974	Holtsford, Michael A.	Kingston Springs, Tenn.	1800	Crouch, Buchannon	San Antonio, Texas
376	Eans, William L.	Owensboro, Ky.	998	McDonald, Fred A.	Waycross, Ga.	1918	Swann, Ralph G.	Fort Worth, Texas
386	Williams, Walter	Reading, Pa.	1042	Satterwhite, Alex J.	Oklahoma City, Okla.	1929	Salmons Sr., Emmett G.	Belleville, Ill.
440	Hathorn, Robert E.	Cincinnati, Ohio	1043	Servia, Charles	Mt. Shasta, Calif.			
473	Draper, LeVern D.	Union, Ore.	1075	Duke, Jerry	Monroe, Mich.			
490	Bishop, Jackie L.	Patoka, Ind.	1075	Frankhouse, John A.	Monroe, Mich.			

Do not let cancer eat your life savings

Cancer is often a lingering disease that strikes all age groups. It may require repeated, extensive treatment, resulting in the person being unable to work, high hospitalization bills and loss of income.

The National Cancer Institute reports that cancer will strike in three out of four families.

UTUIA's Cancer Hospital Indemnity policy offers peace of mind. The benefits are paid directly to the policyholder to use as he or she sees fit: to help meet household expenses and other continuing expenses. This policy supplements regular hospitalization insurance, thereby protecting savings. *Some benefits may vary based on state of residence.*

With monthly premiums starting as low as **\$9 per month**, this plan fits into any budget.

"I sold UTUIA cancer plans for years because I believed in the product and thought everyone should have the protection. Then, all of a sudden, there I was, confronted with cancer in my own family. Even with our great medical insurance, the out-of-pocket costs of cancer were significant. Now, having experienced cancer first hand, I believe even more strongly that everyone should include cancer insurance in their family's protection portfolio."

– Retired UTUIA Field Supervisor Don Dysart



The American Cancer Society projects that more than 93 million Americans alive today will be diagnosed with cancer during their lifetimes. That is the equivalent of every man, woman and child living in the red-shaded states above.

UTUIA's Cancer Hospital Indemnity policy offers:

- ✓ **\$300 per day for hospital confinement**
- ✓ **\$600 per day in extended stay benefits**
- ✓ **\$100 per day for home recovery**
- ✓ **\$2,000 first diagnosis benefit for internal cancer**
- ✓ **\$15,000 bone marrow transplant benefit**



Call or email today:
(800) 558-8842
utuiasales@utu.org

2/12

UTU seeks to aid Caltrain workers moving from Amtrak

In preparation for a new operator of Caltrain commuter service in Northern California, the UTU has moved to protect its members who choose to transfer from Amtrak to the new operator.

Caltrain operates south from San Francisco to San Jose and Gilroy.

TransitAmerica Services, Inc. (TASI), a subsidiary of Herzog Transit Services, will replace Amtrak as operator of Caltrain beginning May 26, following a rebid process by the Joint Powers Board that controls the commuter operation. Amtrak has operated Caltrain since 1992. TASI won a five-year operating agreement that begins in May.

The UTU has reached an agreement with TASI, recognizing the UTU as the representative of conductors and assistant conductors who will be hired by TASI. The agreement governs rules, rates of pay and working conditions for conductors and assistant conductors on TASI, giving first right of hire to Amtrak employees who are working in the service as of May 25.

In the event that the number of Amtrak conductors and assistant conductors who apply for employment on TASI – and who are hired – exceeds the number of positions available at startup, such applicants will be placed on hiring pool list for subsequent employment.

UTU-represented conductors and assistant conductors in Amtrak Zone CS-2 on May 26 will, as a result of the change in operators, have

no Amtrak positions left to work, and will be placed in home terminal/displaced status under provisions of Rule 8 of the current collective bargaining with Amtrak.

Conductors and assistant conductors have rights to flow to other Amtrak zones as provided under the Amtrak agreement.



If those rights are not exercised within a five-day period beginning May 26, the Amtrak Zone CS-2 conductors and assistant conductors will become home terminal furloughed, as provided by Rule 9 of the Amtrak agreement. Conductors and assistant conductors under home terminal furlough who accept employment with TASI will continue to maintain seniority and employment rights with Amtrak until such time as recalled to service by Amtrak.

Amtrak conductors and assistant conductors working outside Zone CS-2 may submit an application to TASI for employment, but must be aware that if non-Zone CS-2 conductors or assistant conductors choose to leave active status with Amtrak for employment with TASI, Amtrak will not grant a leave of absence and those individuals will terminate their employment rights and seniority with Amtrak.

This agreement is modeled after the current Amtrak collective bargaining agreement, with some modifications and enhancements to reflect the new operator and the current round of negotiations with Amtrak.

The agreement preserves and enhances current crew consist and productivity allowances and retains years of service for vacation entitlement of Amtrak employees who are employed by TASI. In addition, the agreement provides for health and welfare benefits equivalent to those in the current Amtrak contract.

The negotiating team consisted of GO 769 Chairperson **Dirk Sampson** and Vice General Chairperson **Charlie Yura**. They were assisted by UTU International Vice President John Previsich.

"Chairpersons Sampson and Yura are to be commended for their leadership role in securing for their members a first right-of-hire with the new operator, while maintaining for all of TASI's UTU-represented employees wages and working conditions that are equal to, or exceed, those currently in place on Amtrak," Previsich said.

We need your photos

The UTU International is seeking good railroad, bus and airline photos.

High-resolution digital photographs should be emailed to "utunews@utu.org". Printed photos should be mailed to UTU News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070. Include the UTU member's name and local number, the name(s) of the person or persons in the photo (left to right) and any other information. All photos become property of UTU.

UTU officer pushes safety improvements

Just ask UTU District of Columbia Legislative Director **Willie Bates** about safety standards for rail-transit systems.

Unlike freight and passenger railroads, rail-transit systems are not bound by federal construction standards, nor are their workers in safety-sensitive positions governed by federal hours-of-service limitations, says Bates.



Bates

As a member of the Obama administration's 20-person Transit Rail Advisory Committee for Safety, Bates is collaborating with his fellow committee members to draft federal regulations for 47 separate such systems that currently set their own safety rules and procedures.

Congressional action will be needed to put the new rules in place, as a 1964 law prohibits federal oversight of transit agencies. Bates supports giving the Federal Transit Administration regula-

tory authority for transit-system safety, pointing to a 2011 National Transportation Safety Board report citing "inconsistent practices, inadequate standards and marginal effectiveness with respect to state safety oversight of rail-transit systems."

Bates last year was named by Transportation Secretary Ray LaHood to the Transit Rail Advisory Committee for Safety for good reason. In 2009, Amtrak's highest safety honor – the Charles Luna Memorial Safety Award – was bestowed upon Bates, who has worked injury-free for 25 years as an Amtrak conductor, and never had a safety-rules violation. The award is named

for the UTU's first International president, who later was an Amtrak board member.

And in 2011, the governor of Virginia bestowed upon Bates the Governor's Transportation Safety Award for rail transportation. Bates formerly was president and vice local chairperson for Local 1933 in Richmond.

The efforts of the Transit Rail Advisory Committee are supported by the UTU National Legislative Office, which is educating congressional lawmakers on the importance of standardized federal safety standards for rail transit systems.

UTU International dues to increase May 1

In accordance with Article 12, Lines 33-40, of the UTU Constitution, the UTU Board of Trustees has authorized an increase in the assessment of dues apportioned to the General Fund in the amount of \$2.

On Jan. 1, 2008, this administration assumed a balance in operating funds of \$3,790,355. With responsible management, this balance increased steadily until May 31, 2011. During this period, we endured a great recession and suffered a membership decline of 25 percent, from which we are now recovering.

In May 2010, our International offices were relocated within the Cleveland, Ohio, area, allowing us to reduce the size of our office space, yet upgrade to state-of-the-art facilities designed with productive efficiencies. This was accomplished with a net cost reduction.

With increased success comes increased expense

On July 1, 2012, wages of our members on the major railroads will have improved more than 25 percent under this administration, and will continue to increase to more than 40 percent by the end of the current agreement.

With increased success comes increased expense. As with the wages of our members, the wages of all International officers and staff personnel also increase.

As we cap H&W contributions, the cost of H&W for our International officers and staff continues to increase. Since May 2011, our balance in operating funds has continually declined. Notwithstanding the efficiencies that we have advanced and our steadily increasing membership, existing revenues are insufficient to adequately safeguard our current level of operation.

Effective May 1, 2012, assessment of International dues shall be \$26.50 per month. Locals that have been granted a reduction of International dues shall continue at the current rate established for their circumstances, subject to further review as provided by Line 21 of Article 12.



Speed restrictions there to protect you

Continued from page 1

In short, restricted speed is a warning that something in front of you has the ability to get you fired, hurt or killed.

When restricted speed is required, the warning should bring one out of your seat – make the hair on the back of your neck stand – because that is how dangerous the situation is at that point.

When speed is restricted, every element of your job should have your undivided attention, looking for what lies ahead – moving at a speed that will allow stopping in an instant when the unknown becomes known.

An in-depth job briefing among crew members is a must, and at times should include contacting the dispatcher for as much pertinent information as possible.

When speed is restricted, engineers and conductors must insist that each other drop all other activities, remain vigilant and attentive to the task at hand.

Conductors must be in position to stop the movement immediately should any doubt arise that the train is not under control using the provided emergency brake handle on their side of the locomotive.

With conductor certification, you are now held accountable, and it is only logical that you place the train into emergency 10 times than to gamble with your life once.

In some cases, we struggle to find examples of



Hynes



Evans



Gibson

others' misfortune to bring to light our urgency to comply with rules and procedures. Unfortunately, during 2011 there were five serious accidents where, according to the National Transportation Safety Board, crewmembers "failed to operate their trains at the required restricted speed." Two of these accidents resulted in crew fatalities:

- Red Oak, Iowa, April 17, 2011, on BNSF;
- Low Moor, Va., May 21, 2011, on CSX;
- Mineral Springs, N.C., May 24, 2011, on CSX
- DeWitt, N.Y., July 6, 2011, on CSX;
- DeKalb, Ind., Aug. 19, 2011, on Norfolk Southern.

Be wise and learn from the mistakes of others who failed to follow rules, procedures and signal systems that were designed over decades to prevent such collisions.

The UTU Safety Task Force urges you to operate at a speed that will allow you to go home to your family in once piece – never allowing others to set your level of personal safety.

Fraternally,

UTU Safety Task Force

Greg Hynes, Steve Evans, Jerry Gibson

To read other rail safety alerts from the UTU Rail Safety Task Force, go to www.utu.org.

Metrolink leads the way in PTC installation

Continued from page 1

Metrolink, where 25 people died and 135 were injured in a 2008 head-on train accident at Chatsworth, Calif., that safety experts say could have been prevented had PTC been in place.

Amtrak (on track it owns), Metrolink, Chicago Metra and Southeast Pennsylvania Transportation Authority (SEPTA), in conjunction with owners of track over which they operate, are among commuter systems striving to have PTC operational as early as 2013. Sen. Dianne Feinstein (D-Calif.) said BNSF will meet the current 2015 implementation date.



Fenton

Sadly, according to news reports, 24 other commuter railroads and the American Public Transportation Association place a higher priority on spending for gussied up passenger stations, platforms and even new office buildings for executives, and are supporting the delay in PTC implementation.

Los Angeles Metrolink CEO John Fenton, who adamantly places safety first, told Congress, "We don't think there is any time to waste given the unforgiving nature of the environment in which we operate." In bitter memory of the

Chatsworth disaster, Fenton and Metrolink employees wear green wrist bands with the words, "Never Again."

Metrolink is leading the fight against any delay in widespread PTC implementation, explaining that PTC installation costs would be far lower were PTC architecture and components purchased in greater quantity, which would create vendor competition, introduce standardization and spread overhead costs among all railroads.

Metrolink's Fenton: "No time to waste"

"PTC can be the technological edge that helps Metrolink achieve the safest operations possible," says Fenton. "We believe PTC is perhaps the most important safety innovation in our lifetime."

UTU National Legislative Director James Stem and Alternate National Legislative Director John Risch have been delivering a single message to Congress: "Implementation of PTC is a small price to pay for saving lives and limbs. We need this modern technology safety overlay to protect passengers, the public and train crews."



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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 emailed 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 of a retired White Pass & Yukon rotary snow plow was taken by the wife of retired Amtrak Merle Schmalz of Local 1370, New York. "I was in Alaska in August 2011. It was a super trip."



The Official Publication of the United Transportation Union

Rep. Bucshon: Tear down that bill

A fact of life for train crews is transportation to and from terminals in shuttle vans operated by firms under contract to railroads.

Over the past year, four crew members died and another was seriously injured in two separate accidents while riding in shuttle vans.

Shuttle-van drivers are almost always non-union and required to work long hours under horrendous working conditions. Understandably, driver turnover is substantial, which has frustrated previous efforts to organize these drivers.

The UTU's National Legislative Office and state legislative directors have long fought for better shuttle-van safety, seeking regulations requiring improved training, hours-of-service limitations and better pay and benefits for drivers.

In several states, the UTU has been successful in gaining passage of legislation regulating shuttle vans, to include minimum driver-hiring qualifications, maximum hours-of-service limitations, driver drug-testing requirements, fully operational seat belts, annual state DOT inspections of the vans, and state DOT certification of vehicle maintenance inspections and repair records.

Shock resulted last month when Rep. Larry Bucshon



(R-Ind.) was successful in adding an amendment to a highway-funding bill in the House that would strip shuttle-van drivers, operating in interstate commerce, of minimum wage and overtime protection, a significant step backward in the push for improved shuttle-van safety.

Equally shocking was a news report that the president of one shuttle-van service – Professional Transportation, Inc. – had donated, along with his wife, more than \$55,000 in political contributions last year to Republican lawmakers, including Bucshon.

The news report observed that many shuttle-van drivers are paid minimum wage – which no longer would be their wage floor – and sometimes spend 60 hours a week behind the wheel. Elimination of the overtime pay will force them to work longer hours with unpredictable schedules, increasing the problem of fatigue.

Other shuttle-van firms that would benefit from this Bucshon amendment include RailCrew Xpress, Renzenberger and Coach America.

The UTU National Legislative Office is working with other members of the House, who similarly recognize the public safety implications of the Bucshon amendment, to ensure it does not survive.

Inside this issue of the *UTU News*:



KCS conductor Rodney Hennigan has stories to tell. See page 2.



Alt. VP Studivant rails against cuts in transit funding. See page 5.



UTU retiree keeps transportation museum rolling. See page 8.



D.C. SLD Bates works to improve transit safety. See page 10.