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UTU News

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The Official Publication of the United Transportation Union

UTU to Congress: 'Eliminate fatigue to boost safety'

The single most important action Congress and the Federal Railroad Administration can take to improve rail safety – especially in the movement of hazardous materials – is to eliminate train-crew fatigue and provide predictable start times for train crews.

That was the message delivered April 7 to the House Railroad Subcommittee by UTU National Legislative Director James Stem. The subcommittee met to learn more about rail hazmat safety.

"The unpredictable work schedules of safety-critical operating employees in the railroad industry has, and continues to be, the root cause of the fatigue problems that have placed many releases of hazardous materials on the front pages of our newspapers," Stem told the subcommittee.

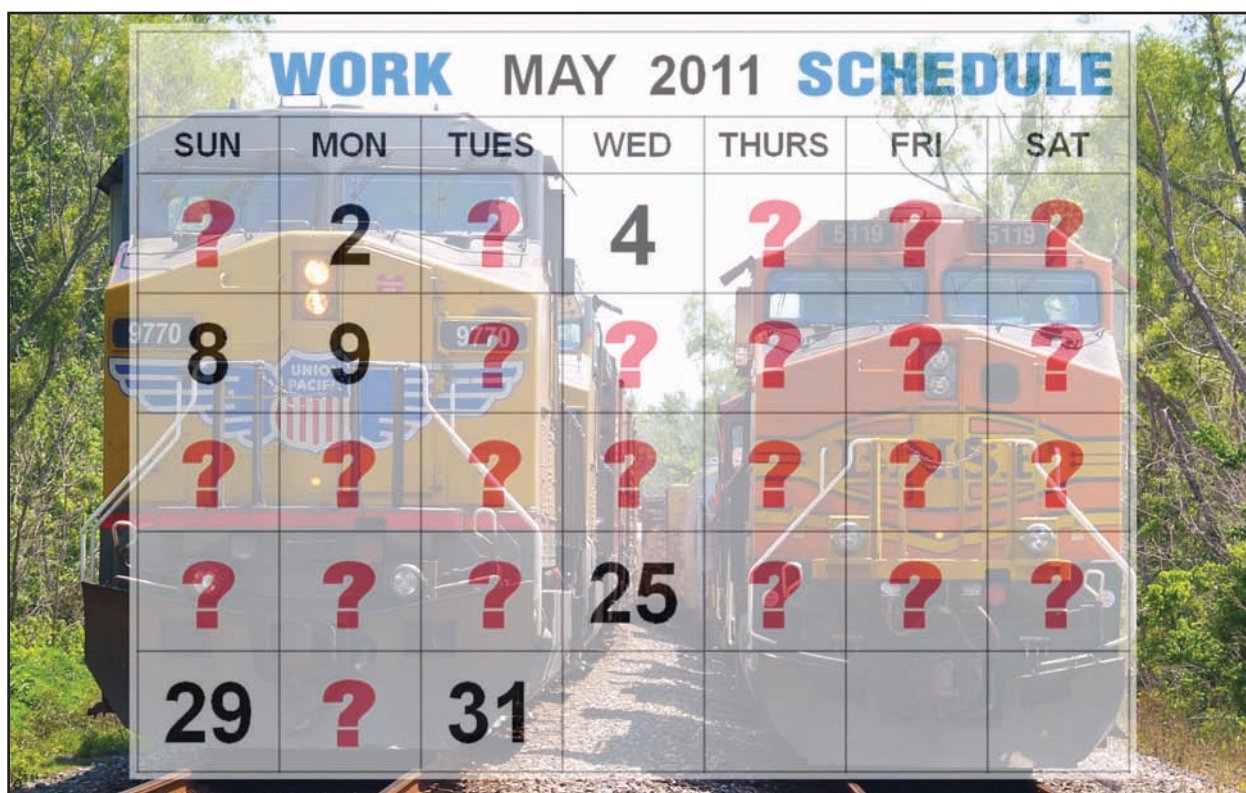
Unpredictable work schedules are the root cause of fatigue

Although the Rail Safety Improvement Act of 2008 (RSIA) provides for 10 hours of undisturbed rest between work assignments, "the application is misplaced because it does nothing to improve the predictability of reporting times, nor does it allow employees the opportunity to plan their rest before reporting for duty," Stem said.

"One small improvement that will make a tremendous difference in the safety for all train operations is simply to move the required 10 hours of undisturbed rest from immediately following service to immediately preceding service," Stem said.

"The minimum of 10 hours of notification before reporting for 12 hours or more of safety-critical service will allow rail operating employees to get their proper rest prior to reporting for duty so they can safely and alertly operate their train while on duty.

"An even greater safety enhancement would be to assign regular start times for each crew, or at a minimum require that crews be notified before



going off duty of the time they must report back for service," he said.

Stem told the subcommittee that many railroads "have worked hard since the RSIA was passed to develop new software programs to enable their operations to deny the required rest days for employees. Many employees are required to observe their only day off while laying over in a one-star hotel at the away-from-home terminal.

"The itemized six-and-two and seven-and-

three work/rest schedules in the RSIA remain a dream for 95 percent of our freight operating employees," Stem said.

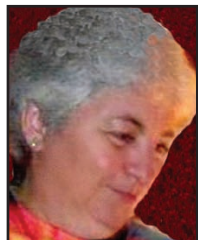
The UTU's national legislative director also stressed a need for more frequent track inspections. "Timely track inspections by qualified track inspectors should be conducted with a frequency directly proportional to the amount of traffic passing over a track segment," Stem told the subcommittee.

UTU member killed in collision

MCPHERSON, Iowa – A BNSF conductor and an engineer were killed in a rear-end train accident near here April 17.

Killed were conductor and Local 199 Vice Local Chairperson **Patricia Hyatt**, and engineer Tom Anderson, both age 48.

Hyatt, a resident of Creston, Iowa, hired on with BNSF in March 2005.



Hyatt

McPherson is 35 miles southeast of Council Bluffs and is part of BNSF's Creston subdivision, which has centralized traffic control, according to the Federal Railroad Administration.

A BNSF spokesperson was quoted in news reports that an eastbound freight train pulling 130 loaded coal hoppers collided with the rear of a second BNSF train pulling 34 cars of railroad maintenance equipment.

The accident occurred around 7 a.m., Central Daylight Time.

Ten of the cars in the lead train, two locomotives of the three-locomotive coal train and the two locomotives of the maintenance train derailed.

Witnesses to the accident told the *Des Moines*

Register newspaper that the lead locomotive of the coal train was engulfed in fire, which spread to at least one of the coal cars.

There were no reported injuries of the two-person crew of the maintenance train.

The tracks on which the accident occurred are used by Amtrak's California Zephyr as well as 40 freight trains daily, according to the BNSF spokesperson.

The FRA and National Transportation Safety Board are investigating the accident.

A member of the UTU Transportation Safety Team is assisting the NTSB in its investigation.

Hyatt is the first UTU member killed in an on-duty accident in 2011.

Billi Vavra, Local 199 chairperson, said of Vice Chairperson Hyatt, "Trish was a regular at all the meetings, even when she was on medical leave for shoulder surgery. If she couldn't answer a member's question immediately, she would take the time to find the answer and get back to them. Our local has lost a special sister who cannot be replaced."

Local 199 President **Brian Kline** said, "Trish was an energetic, caring human being. I feel honored to have known her."

Bank stops issuing UTU-branded cards

Due to changes in the financial services markets, the UTU is no longer able to offer a UTU-branded credit card.

Over the years, these UTU-branded cards generated funding for the union's education and training fund.

Servicing of former UTU-branded credit card accounts will now be handled by PNC. Previously, accounts were serviced by National City Bank.

PNC will shortly be replacing all UTU-branded credit cards with PNC credit cards. Terms and conditions on the PNC credit cards are determined by PNC.

No UTU credit card accounts will be cancelled as a result of the change.

For more information, call the telephone number on the back of the UTU credit card, or call PNC at (888) PNC-BANK.

Around the UTU

Local 582, Stevens Point, Wis.

Members of this local, along with BLET Div. 174, are sponsoring the first "Wayne Raschka Memorial Picnic" June 15 at Pfiffner Pioneer Park in Stevens Point, according to Legislative Rep. **Jeff Thompson**. The event will raise money for the family of Raschka, who died March 18 from cancer. The picnic will feature a drawing for prizes including a Dell laptop computer, sporting goods, a guided fishing trip, a HD television, a \$400 Best Buy gift card and other items. Raffle tickets are \$10 each or three for \$20 and can be purchased from local union officers. Donations payable to the "Raschka Family" may be sent to Secretary & Treasurer **Matt Winkelman**, UTU Local 582, 9388 Woodland Cir., Amherst Jct., WI 54407.

Local 845, Seattle

Two funds have been established by this BNSF local to assist the families of the employees who were killed or injured when a train slammed into a crew van in Kelso, Wash., on March 23, Local Vice President **Dave Bauschman** reports. Engineer Tom Kenny, student conductor Christopher Loehr and van driver Stephen Sebastian were killed in the accident, and conductor **Dwight Hauck** was hospitalized with serious injuries. 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 1043, Sparks, Nev.

Nevada State Legislative Director **Charles "Rod" Nelms** retired May 1 after 41 years of service. Nelms began his career as a Western Pacific brakeman in 1970 and was promoted to conductor in 1974. His first union position was as an extra board local chairperson. He was elected local legislative representative in 1980 and held the position of assistant state legislative director under five state directors. He also served as local chairperson since 1999. He was elevated to state director in 2009. "I always tried to represent the membership with the utmost of integrity," Nelms said. He looks forward to retirement and traveling with his wife, Debbie, and their canine friends in their motor home.

Local 1261, Atlanta

Retired member **Oakie Brown**, 69, recently won a jumbo Georgia Lottery prize, television station WALB reported. Brown played the instant game, Jumbo Bucks Classic, and won \$50,000. "It feels great," Brown told WALB. "Super great." According to Brown, he will "pay some bills and take a little down time."

Local 1440, Staten Island, N.Y.



Pictured, from left, are Local President Jaime Brownell, New York City Mayor Mike Bloomberg, General Chairperson Thomas Wilson and State Sen. Andrew Lanza at a recent political fundraiser. Local representatives attended to lobby lawmakers on changing the way pensions are awarded to disabled employees of the Staten Island Railway, said Secretary & Treasurer Vincent LaBella. The local is hoping to obtain full pension benefits for disabled members John Burman and Robert Sullivan.

Local 1526, Michigan City, Ind.

Local President **John Higginbotham** and his crew were awarded letters of commendation by the



Ellis Cattan, center, with relatives Chris Gomez, left, and Louis LeFebvre, preaches railroad safety on a parade route outside Saint Stephen's Church in New Orleans.

Volunteering for Lifesaver is 'a job worth doing'

When Kansas City Southern conductor **Ellis Cattan** received a certificate of commendation from the Association of American Railroads for enhancing workplace safety, he also received a second calling in life.

While attending the awards ceremony in Washington, Cattan was introduced to Operation Lifesaver President Helen Sramek and a second career was born.

Cattan, 57, became a certified Operation Lifesaver presenter, sharing his knowledge of rail safety.

In the month of April alone, Cattan gave 17 presentations at schools, businesses, driving schools and special events throughout his community.

"I give presentations to driving school students age 17 and up every Saturday," Cattan said. "It's required for them to receive their driver's license."

Cattan said his most recent accomplishment was a real surprise, even for him.

"As most people know, Mardi Gras is a celebration that is exclusive to Louisiana, and mostly in the New Orleans area," Cattan said. "I did a little investigative work and was able to gain access to seven parades where I spread the Operation Lifesaver rail safety awareness message."

Cattan said he has the support of the Louisiana State Police, the National Safety Council, the Louisiana Department of Transportation, the Louisiana Highway Safety Commission, Radio Disney, Clear Channel Radio stations of New Orleans, the Motorcycle Awareness Campaign and many local celebrities, all of whom participated with him in one or more parades.

"I was able to reach thousands of citizens that otherwise would perhaps never know what Operation Lifesaver is all about," he said.

As a member of the Who Dat Safe Community Coalition of the Greater New Orleans area, Cattan is working with some of the organizations above to host an event at Lafreniere Park in Metairie, La., on July 10.

The coalition is hosting a gathering of about 50 area businesses and organizations at the park, where they will hand out free promotional items, brochures and food samples. Cattan will be attending to present Operation Lifesaver's message as other members of the coalition provide other educational presentations.

"I'm in this with both feet down here," Cattan said. "It's a job worth doing. I urge all railroaders to become volunteers for Operation Lifesaver in their communities."



Higginbotham

Northern Indiana Commuter Transportation District on April 12 after providing assistance to a collapsed passenger, General Chairperson **Anthony Wojasinski** reports. Upon witnessing the passenger collapse, Higginbotham began CPR and directed his fellow crew members to con-

tact authorities. A Chicago Fire Department paramedic commented at the time that the chest compressions and quick action taken by the crew bought valuable time for the fallen David Davis. Also receiving letters of commendation were engineer **John Thompson** and collectors **Todd Swisstek**, **Mike Pytynia** and **Greg Eisele**.

Local 1445, Elizabeth, N.J.

A retirement party was held April 9 in honor of conductor **John Dwyer**, "one of the last of the Lehigh Valley rails still working," Secretary & Treasurer **Bill Braden** reports. Dwyer pulled the pin after 42 years of service with Lehigh Valley, Conrail and Norfolk Southern.



Local Chairperson Tony Maldonado, left, congratulates John Dwyer, center, as Bill Braden presents Dwyer with a UTU brass lantern.

Local 1570, Roseville, Calif.

A photograph by former Local Chairperson **Daryl Stinchfield** has been selected by the editors and staff of the 2011 *Sierra Journal* for inclusion in this year's publication. The journal is produced by the English Department of Sierra College in Rocklin, Calif., where Stinchfield is currently a student. He said the digital photograph, entitled "Viol," is "a macro shot of a violin under studio lighting. Photography has long been a passion with me, but only now am I getting to study the topic formally."

Local 1823, St. Louis



Retired Local Chairperson **Eugene Harmack** was an honored guest at this Union Pacific local's meeting last month, Secretary & Treasurer **Justin Shacklette** reports. Harmack, who retired in 1981 after a 40-year Missouri Pacific career, is a decorated WW II veteran and a survivor of the Battle of the Bulge. Pictured, from left, are Johnny Ramirez, Shacklette, Matt Craig, Local President Bill Vinyard, International Vice President W.W. Lain, Neil Krans, Local Chairperson Ray Birch, Matt Hoffmann and Harmack.

NS GO 898, Maryville, Tenn.

Mark Cook has been elected to the office of general chairperson of this Norfolk Southern general committee of adjustment, Local 1328 President **Phil Culver** reports. Cook began his career as a conductor on the Piedmont Division in Linwood, N.C., in 1979. He has held the positions of local vice president, vice local chairperson and local chairperson of Local 783 at Salisbury, N.C.

Auxiliary offers makeovers at San Antonio meeting

The Auxiliary of the UTU will be providing complimentary makeovers and beauty treatments at the San Antonio regional meeting. This will be at 2 p.m. on Tues., June 21. There will also be a gift basket giveaway. Pre-registration is encouraged but not mandatory. Email your name and phone number to chermea@marykay.com or call (210) 414-6755. A portion of the proceeds will be donated to the Auxiliary's scholarship fund.



Congress votes to cut Amtrak, transit funding

The vote by Congress last month on a budget that keeps the federal government operating through Sept. 30 contains harsh spending cuts for Amtrak, transit and high-speed rail.

Especially troubling to UTU members are the Amtrak and transit budget cuts, which could result in worker furloughs, although none have been announced.

More troubling is that additional Amtrak and transit budget cuts are probable when Congress begins working on a fiscal year 2012 budget for the 12 months beginning Oct. 1, 2011.

Amtrak funding cut \$78M; all funds cut for high-speed rail

As for the budget bill keeping the federal government operating through Sept. 30, the cuts include:

- **Amtrak funding for the remainder of this federal fiscal year through Sept. 30 was cut by some \$78 million.** The fiscal year 2011 Amtrak budget is thus cut from more than \$1 billion to \$924 million.
- **Federal Transit Administration funding was cut by \$400 million, plus an additional \$280 million was cut** from unobligated fiscal year 2010 funding, all of which will affect transit system capital and operating subsidies and expanded training for transit workers.
- **All funding was cut for the high-speed and intercity passenger rail program for the remainder of fiscal year 2011,** and an additional \$400 million in unobligated funds from the fiscal year

2010 budget were eliminated. This is an especially harsh blow to President Obama's vision to spend \$53 billion to create high-speed and higher-speed rail corridors and expand conventional passenger rail to where 80 percent of Americans would have access to passenger trains by 2035.

Among the funds lost will be the billions initially intended for high- and higher-speed rail lines in Florida, Ohio and Wisconsin. As those funds had been rejected by those states and not

reallocated yet to other states or Amtrak for improvements on the Northeast Corridor, the funding is now lost as part of the budget cuts.

Also lost in the budget cutting agreement were federal grants of some \$50 million to help develop and implement positive train control technology, plus some \$24 million to assist with rail line relocation and improvement.

The House voted 260-167 and the Senate voted 81-19 to pass the budget-cutting bill.

UTU reaches deal on Tri-Rail

A tentative agreement between Veolia Transportation, operator of South Florida Tri-Rail, and the UTU has been reached, covering both sides of the locomotive cab.

The agreement now goes to members for ratification, with the vote count scheduled for May 9.

The tentative agreement includes pay increases retroactive to July 1, 2010; an increase in certification pay for engineers; certification-pay parity for conductors; overtime pay for employees assigned to training classes or examinations on rest days; improvement in bereavement leave; restrictions on the use of videos for purposes of discipline; a cap on health care insurance contributions, and the addition of a vision plan.

UTU International Vice President John Previsich assisted with negotiations. He congratulated the negotiating team, which included General Chairperson **Roger Lenfest** (Amtrak, GO 769), Local 30 (Jacksonville) Chairperson **Andy D'Egidio** and Vice Local Chairperson **Steven**

Klemm for "an excellent job of bringing the membership's wishes to the negotiating table.

"Because of their efforts, the negotiating team was successful in securing the excellent pay increases, certification pay and positive changes to the contract that the members desired," Previsich said.

South Florida Tri-Rail operates over 71 miles of former CSX track linking West Palm Beach, Fort Lauderdale and Miami, and is owned by the South Florida Regional Transportation Authority.

In January, employees of Tri-Rail's operations center voted to be represented by the UTU.

Chicago South Shore members ratify contract

Brakemen, conductors and engineers on Chicago South Shore & South Bend Railway (CSS), all represented by the UTU, have ratified a new five-year agreement by a four-to-one margin.

The contract, retroactive to Jan. 1, provides for hourly wage increases, a cap on health care contributions, productivity allowances and wage parity for those hired prior to Dec. 15, 2010.

The UTU retains the right, throughout the life of the agreement, to negotiate profit sharing in lieu of general wage increases.

UTU International Vice President John Babler, who assisted in negotiations, praised the skills of General Chairperson **Anthony Wojasinski** (GO CSS), Local 1526 Chairpersons **Brian Krueger** and **Frank Fraser**, and Local 1526 President **John Higginbotham**.

CSS, an Anacostia & Pacific short line, serves industries in northeast Illinois and northwest Indiana.

Members ratify York Railway pact

YORK, Pa. – UTU-represented trainmen, engineers and carmen employed by York Railway have ratified new collective bargaining agreements, with 100 percent of the membership voting in favor of contracts retroactive to Jan. 1, 2010, and extending through Dec. 31, 2014.

The agreements provide for full back pay, wage increases, parity for carmen who qualified as engineers and trainmen, a 401(k) investment plan with a carrier match, increases in disability insurance, a life insurance benefit, a cap on health care insurance premiums, and pay for lost time due to unavailability resulting from manda-

tory rest days required by the Rail Safety Improvement Act of 2008.

UTU International Vice President Dave Wier, who assisted with negotiations, praised the efforts of York Railway General Chairperson **Dave McCarthy** for his "excellent job during the negotiations and in maintaining the lines of communication with carrier officers to finally complete the agreements."

York Railway is a 42-mile Pennsylvania short-line controlled by Genesee & Wyoming. It interchanges with Canadian Pacific, CSX and Norfolk Southern.

UTUIA congratulates scholarship winners

The following students have been awarded scholarships from the United Transportation Union Insurance Association. Fifty continuing \$500 scholarships are awarded each year to UTUIA members, their sons, daughters and grandchildren.

District 1

Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont
Stephanie M. Gross, daughter of Jack H. Gross Jr. of Local 292, East Syracuse, N.Y.; **Gregory J. Marinello**, son of Victoria Marinello of Local 645, Babylon, N.Y.; **Matthew DiPace**, son of Mark L. DiPace of Local 95, Rensselaer, N.Y.; **Vincent H. Tassone**, grandson of Henry J. Harris of Local 645, Babylon, N.Y.; **Megan J. Bethge**, granddaughter of Charles R. Bethge of Local 1, Buffalo, N.Y.

District 2

Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania
Sarah C. Marcellino, daughter of Mark S. Marcellino of Local 1470, Edmonston, Md.; **Jacob P. Werb**, son of Robert H. Werb of Local 1949, Baltimore; **Darian K. Ervin**, son of Steven R. Ervin of Local 340, Connellsville, Pa.; **Navin P. John**, son of John P. Koshy of Local 1558, Bergenfield, N.J.; **James J. Ciccone II**, grandson of Robert C. Marinaro of Local 300, Philadelphia.

District 3

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia
Caleb T. Gann, grandson of Bobby W. Clark of Local 1420, Memphis, Tenn.; **Andrea K. Phillips**, daughter of Stuart B. Phillips of Local 1420, Memphis, Tenn.; **Jennie N. Avery**, daughter of Jimmy F. Avery of Local 853, Amory, Miss.; **David K. Watkins**, grandson of Robert C. Neal of Local 376, Louisville, Ky.; **Julia L. Crow**, daughter of James E. Crow of Local 504, Wheeling, W. Va.; **Laura M. Little**, daughter of Brian A. Little of Local 1011, Hamlet, N.C.; **Jamie S. Avery**, daughter of Jimmy F. Avery of Local 853, Amory, Miss.; **Railey M. Collins**, granddaughter of Harry C. Railey of Local 793, Columbia, S.C.

District 4

Indiana, Michigan, Ohio
Amanda F. Majher, daughter of David C. Majher of Local 6666, Cleveland; **Britney N. Majors**, granddaughter of Thomas E. Hensler of Local 490, Princeton, Ind.; **Ashlee E. Unrue**, granddaughter of Robert L. Scarpitti of Local 284, Cleveland; **Nathan J. Ferrise**, grandson of Sam Ferrise of Local 1962, Toledo, Ohio; **Schaefer A. Smith**, grandson of Richard A. Honeman of Local 320, Saginaw, Mich.

District 5

Illinois, Wisconsin
Nibel J. Mills, son of Brady L. Mills of Local 1895, Chicago; **Jennifer M. Randell**, daughter of

Christopher R. Randell of Local 1973, Chicago; **Matthew W. Innocenti**, son of Richard T. Innocenti of Local 1290, Chicago; **Cole C. Friel**, son of Philip J. Friel of Local 195, Galesburg, Ill.

District 6

Arkansas, Louisiana, Oklahoma, Texas
Ashlyn M. Carmon, daughter of R.J. Carmon of Local 20, Beaumont, Texas; **Stephanie C. Trousdale**, daughter of William N. Trousdale of Local 293, Houston; **Carlie E. Paine**, granddaughter of Robert E. Paine of Local 950, West Memphis, Ark.; **Seth A. Brown**, grandson of Shelley L. Brown of Local 1501, Baton Rouge, La.; **Garrett W. Krisell**, son of Anthony S. Krisell of Local 462, Pine Bluff, Ark.

District 7

Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota
David P. Heinisch, son of Earl A. Heinisch of Local 911, Minneapolis; **Zachary M. Schmitz**, grandson of Marshall L. Richardson of Local 316, Clinton, Iowa; **Brittany J. Plummer**, step-daughter of Robert A. Hipp of Local 200, North Platte, Neb.; **Lloyd G. Lindberg**, son of John F. Lindberg of Local 1067, Virginia, Minn.; **Andrew P. Jennings**, son of Chris J. Jennings of Local 316, Clinton, Iowa; **Jamie L. Deuel**, daughter of Dean W. Deuel of Local 233, Aberdeen, S.D.; **Megan E. Sullivan**, granddaughter of Howard D. Sullivan of Local 226, Moberly, Mo.

District 8

Arizona, California, Colorado, Nevada, New Mexico, Utah
John M. Gonzalez, son of Juan G. Gonzalez of Local 1081, Glendale, Ariz.; **Avery W. Johnson**, son of Alfred W. Johnson of Local 1565, West Hollywood, Calif.; **Katie A. Lane**, daughter of Glenn Lane of Local 84, Los Angeles; **Adrianna A. Calbert**, daughter of Dennis R. Calbert of Local 1168, Clovis, N. M.; **Shawn G. O'Connor**, son of Mark B. O'Connor of Local 239, Oakland, Calif.; **Elizabeth Cervantes**, daughter of Milagros Vega of Local 1563, El Monte, Calif.; **Frankie L. Bellino**, granddaughter of David I. Singer of Local 1565, West Hollywood, Calif.; **Brandon D. Proctor**, son of Gary K. Proctor of Local 1544, Maywood, Calif.

District 9

Alaska, Idaho, Montana, Oregon, Washington, Wyoming
Robert D. Easley, grandson of Robert D. Livingstone of Local 265, Pocatello, Idaho; **John C. Tassin**, grandson of John D. Baldwin of Local 283, Portland, Ore.; **Selina A. Alder**, daughter of Michael L. Alder of Local 473, LaGrande, Ore.



"Without labor, nothing prospers." - Sophocles

Our fight for right has just begun

I was asked if our Collective Bargaining Defense Fund, the UTU PAC and our recently inaugurated direct-contact-with-members outreach can stop the assault on labor by right-wing extremists.

In union there is strength, and when members of all labor unions engage in political solidarity, the result is millions of union members and their families working toward a common goal of electing more labor-friendly lawmakers.

Consider what has been accomplished recently in Ohio and Wisconsin.

Demonstrations in Ohio resulted in hundreds of thousands of voters – union and non-union – signing petitions to force a November ballot referendum on legislation signed into law by the governor revoking public-employee collective bargain-



International President's Column

By **Mike Futhey**, International President
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and their state legislative director informing them of what they can do to make a difference in their state. Other AFL-CIO unions are engaged in similar efforts.

Our objective is to keep UTU members and their families fully informed on political issues so that they can make informed choices at the ballot box. We also are engaged in voter registration and get-out-the-vote drives.

Coordinating the UTU effort is our political consultant, Dean Mitchell, who has more than 20

County and Municipal Employees local.

Polling data confirms that labor families vote at a higher percentage than the public as a whole, meaning our votes can make a difference when we work in solidarity on behalf of labor-friendly measures and candidates.

Keeping UTU members and their families informed on political issues – through direct mail, recorded phone messages, the *UTU News* and the UTU website – will continue.

**We will not go away.
We will not forget.**

years of experience directing political campaigns on behalf of labor-friendly candidates.

Dean's father was president of an American Federation of State,

We have drawn a line in the sand from which we cannot retreat. We can and will make a difference.

We will not go away. We will not forget.

A line has been drawn in the sand from which we cannot retreat

ing rights. The referendum will allow voters to determine in November whether the law should be invalidated.

In Wisconsin, demonstrations resulted in drives to recall anti-labor senators who voted to revoke public-employee collective-bargaining rights in that state. This summer, a special election will give Wisconsin voters opportunity to change the make up of the Senate.

UTU members and retirees in Ohio and Wisconsin have been receiving direct mail pieces and/or a recorded phone message from me

Ohio members are being informed where they can sign petitions to put that state's union-busting legislation to a direct-democracy test at the ballot box.

Wisconsin members and retirees are being advised which senators voted with labor and which senators voted to revoke collective-bargaining rights, so that when the special election is held this summer, they can make informed voting choices.

Similar efforts will be expanded to other states in advance of the 2012 congressional and White House elections.



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

Disciplined finance management keeps us strong

Just as you balance your personal checkbook and compare income to expenses in making decisions where to spend and where to save, we at UTU International make similar decisions with your dues.

Accepting responsibility to protect the interests of our members also includes accepting responsibility to use the funds entrusted to the UTU International so as to obtain the most value from every dues dollar received.

There is no silver bullet for managing finances. Resource utilization is regularly assessed, and needed adjustments are made. Demanded action is met with a cost-effective response. This same standard is applied to funds managed for the Discipline Income Protection Program and the United Transportation Union Insurance Association (UTUIA).

During the current administration, the UTU's General Fund, accounting for most day-to-day operations of the UTU International, has increased from \$2.1 million to nearly \$2.6 million.

The balances of all other funds have improved by an even greater



Officers' Column

By **General Secretary & Treasurer**

Kim Thompson

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extent, with the total of all UTU International funds increasing from \$7.5 million to nearly \$16 million – an increase of 111 percent.

The Convention Fund balance

ferred a \$2-million loss and was left with a balance of just over \$5 million. Today, our reserves are at more than \$9 million, assuring sufficient funds to satisfy all outstanding liabil-

UTU International funds increased by 111 percent; UTUIA surplus nearly \$26 million

assures that necessary funds are available to finance the 11th Quadrennial Convention convening in August.

This is all in spite of reduced membership owing to the deep recession and employee layoffs, and extraordinary administrative and legal expenses.

In 2007, our Discipline Income Protection Program reserve fund suf-

ities and provide the protection our members expect and deserve.

The UTUIA, meanwhile, earned more than \$400,000 from operations during 2010, and remains financially strong, with nearly \$26 million in surplus.

Union assets are invested primarily in cash accounts and short-term bonds, and are largely unaffected by stock market fluctuations.

The UTUIA, as all insurance providers (and even the Railroad Retirement Trust Fund), has assets invested in the stock market, as well as in bonds and cash accounts. But UTUIA investments are generally conservative in nature. UTUIA investment advice is obtained through independent advisers who have no financial benefit from actual transactions, but are paid on a fee-for-service basis.

Prior to this administration assuming office, it was said that the UTU was broke and could not survive on its own. In addition to precariously low reserves, our nation fell into the worse economic recession since the Great Depression of the 1930s. During the depths of this recession, more than 15 percent of our members were furloughed.

Disciplined finance management by this administration enabled continued growth.

Now, as the railroads recall employees and hire new workers, the resulting increased receipts will add to these reserves, assuring the availability of funds for continued quality representation.

State Watch

News from UTU State Legislative Boards

New Mexico



Pictured, left to right, are Local 1687 (Belen) Legislative Rep. Don Gallegos; Baca; Heinrich; Local 1687 member Matt Bonney and Local 1687 Vice Local Chairperson Steve Trujillo.

It took an act of Congress to finally improve rail safety in New Mexico, State Legislative Director **Dennis "D.J." Baca** reports.

Baca said he spent years trying to get gates installed at a dangerous crossing near Rio Bravo, a crossing that is frequently blocked by hazmat-hauling trains.

"It's not unusual for motorists to confront BNSF workers there because the train blocks the road as it delivers one load and picks up another," Baca said. "If someone tried to beat a train hauling chlorine gas to the chemical plant, it would be a disaster."

Baca says UTU-endorsed Rep. Martin Heinrich (D-N.M.) secured funding for the gates around a year ago. But just getting the \$250,000 to \$300,000 didn't get them installed.

Baca says when he met with the congressman

Georgia



Shown left to right are Jimmy Stewart (L-1910, Macon); Marvin Evans (L-941, Columbus); Keown; Jim Finley (L-1261, Atlanta); Bernard Gray (L-1033, Atlanta); Gary Whitt (L-1971, Atlanta) and Steve Wiley (L-674, Augusta).

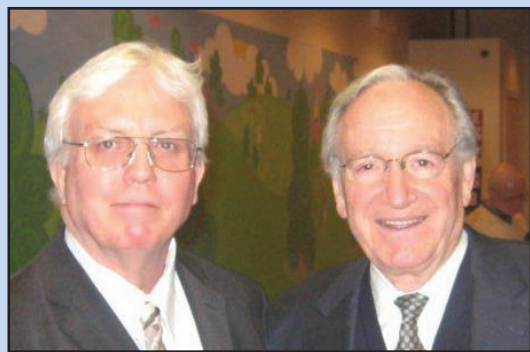
The Georgia State Legislative Board recently sponsored a luncheon for the Working Family Caucus in Atlanta. State Sen. Jason Carter (D-42nd Dist.) thanked the board, State Legislative Director **Howell Keown** and the members for their sponsorship and also for their work as union representatives. "Approximately 70 attendees were able to take part in the luncheon, including many senators and representatives of the Georgia legislature," Keown said.

last year, Heinrich asked how he liked the gates and was shocked to hear they hadn't been installed.

They were, in March.

"It just took forever," Baca said. "I'm tickled it finally got done. Our persistence paid off. It will protect us and the public."

Iowa



State Legislative Director **Pat Hendricks** (left) recently met with Sen. Tom Harkin (D-Iowa) to discuss issues of importance to UTU members. Harkin chairs the Senate's Health, Education, Labor and Pension Committee.

"The senator mentioned that he had recently met with our UTU leadership in Washington. He recently introduced legislation that would cut down on payroll fraud, protect workers' rights and level the playing field for all employers. He deserves our support," Hendricks said.

DONATE TO UTU PAC!



IT DOESN'T COST, IT PAYS!

'Safety' is middle name of D.C. legislative director

For District of Columbia Legislative Director **Willie Bates**, the recognition and honors keep rolling in.

The latest is from the State of Virginia, which last month bestowed upon Bates the Governor's Transportation Safety Award in the category of rail safety.

His accomplishments in earning the award speak for themselves:

- Volunteering as a mentor, Bates has frequently declined premium-pay assignments to work overnight on safety-training sessions for newer Amtrak employees.
- Under what the award describes as his "commitment, dedication and daily active support of safety," his Richmond, Va., train and engine crew base has worked injury free for three successive calendar years.
- Bates has worked injury free for 25 years as an Amtrak conductor and never had a safety-rules violation.



Bates

In June 2010, Bates was selected from among 79 applicants by U.S. Transportation Secretary Ray LaHood for appointment to the Obama administration's Transit Rail Advisory Committee for Safety (TRACS), created to assist the Federal Transit Administration in drafting national safety measures for rail transit. LaHood said Bates was selected based on his leadership and organizational skills in the area of rail safety.

In 2009, Amtrak President Joseph Boardman awarded Bates Amtrak's highest safety honor: the Charles Luna Memorial Safety award, which is named in honor of the UTU's first International president, who later was an Amtrak board member. The award, presented annually since 1990, recognizes Amtrak employees who demonstrate the highest degree of safety awareness.

In presenting the award, Boardman described Bates as "a consistent participant in safety programs and safety committees."

Budget crunch hits LACMTA

The Los Angeles County Metropolitan Transportation Authority could run out of money to complete the San Fernando Valley's Orange Line bus extension and installation of positive train control (PTC) systems because of the state's budget crisis, the *Los Angeles Daily News* reports.

The future of the projects, along with the first phase of building the Expo light-rail line, relies on the sale of bonds approved by voters in 2006, according to the *Daily News*.

Metrolink Chief Executive Officer John Fenton told the *Daily News* the PTC project is not in immediate danger of a shutdown, "but if we do not get something done by February 2012, PTC will be impacted by \$32 million. That would be a real problem to demobilize the PTC project if we couldn't come up with the funding."

Bus Department

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

UTU involved in bus-safety forum

A forum sponsored by the National Transportation Safety Board was recently held in Washington to review improvements in motor carrier safety over the past 10 years. Bus safety issues were a featured part of the forum.

This issue of the newspaper went to press prior to the forum, but I will be sharing the results with members at our regional meetings in San Antonio and New York, and will also provide an update on the UTU website and in the June issue of the *UTU News*.

Among the issues to be discussed were improvements in driver training and alertness, carrier safety, driver and equipment fitness, physical testing of drivers and safety improvements incorporated in newly constructed buses.

The forum was also to provide updates on National Transportation Safety Board concerns and new and proposed regulations of the Federal Motor Carrier Safety Administration.

We have added, on the Bus Department page of the UTU website at www.utu.org, a link to a recent DOT Motor Coach Safety Action Plan. Scroll down on that page and the link is in the fourth column to the right, under "Bus Safety."

The Bus Department is also reviewing opportunities for federal grants to help improve skills of labor negotiators and encourage innovative approaches to collaborative labor/management problem solving. We will work with the UTU National Legislative Office and President Futhey to make application for a grant to the UTU.

We also have negotiated and ratified a new contract for school bus drivers in Local 1908.

Congratulations to the members of this Buffalo, N.Y., local on their new agreement with First Student.

The school bus drivers ratified the agreement by a 213-90 vote. It provides for wage increases retroactive to June 2010, no loss of benefits and improvements to a 401(k) plan.

I assisted in negotiating that agreement, but the credit goes to the Local 1908 negotiating team that included General Chairperson **Dale McClain**, Vice Local Chairperson **Debbie Orlowski** and Local Secretary **Geneva Crutcher**.



We are seeking grants to help improve skills

Amtrak celebrates 40 years of serving America



Assistant conductor Pamela Fogarty, Local 168, Chicago, prepares to leave Chicago's Union Station on the Indianapolis-bound "Hoosier State." (Photo courtesy of Doug Riddell)



Amtrak's "Capital Corridor" operates between Sacramento and San Jose, Calif.



Amtrak P42 locomotive repainted in a 1970s livery in honor of Amtrak's 40th anniversary.

Amtrak, America's national intercity passenger railroad, is 40 years old this month.

It has not been an easy 40 years for Amtrak, created by Congress as passenger trains were cast off by the freight railroads, which during the 1960s were mired in severe financial distress.

Born as a federally owned experiment not expected to survive, Amtrak has survived – and some years barely doing so. Notwithstanding that every form of passenger transportation receives significant public subsidies, Amtrak has been a frequent target of budget cutting.

But survive Amtrak has; and primarily because the American public wants it to survive. Americans want to ride trains and they are doing so with greater frequency.

With one in five Americans at least 65 years old, highway congestion wors-

ening every year, high gasoline prices, and airline travel stressing passengers with delays, additional fees and tightened security, Amtrak's ridership has been on the rise and is projected to keep rising.

America is rediscovering the train.

During 2010, Amtrak carried an all-time record 28.7 million passengers, reaching more than 500 destinations on 21,000 route miles in 46 states, the District of Columbia and three Canadian provinces. Additionally, 28 million commuters boarded trains operated by Amtrak under contract.

Amtrak has set ridership records in seven of the past eight years, and its ridership has grown 27 percent over the past 10 years.

Some 11 million of Amtrak's passengers travel the Northeast Corridor each year, while regional routes in California are Amtrak's second-most popular service, with some five million riders annually.

Did you know...?

Some 70 percent of Amtrak's train miles are operated over freight railroad-owned track, with Amtrak paying a user fee. Under law, Amtrak trains must receive priority dispatching from freight railroads, and the U.S. Surface Transportation Board has authority to enforce Amtrak's dispatch priority.

According to the Department of Energy, passenger trains are the most fuel-efficient form of transportation. Jet aircraft use 25 percent more energy per passenger-mile than an Amtrak train; and automobiles use almost 45 percent more energy per passenger-mile than an Amtrak train.

The UTU represents more than 2,150 conductors, assistant conductors, yardmasters and stewards on Amtrak.

Amtrak's 20,000 employees constitute almost 10 percent of railroaders paying into the Railroad Retirement system. Amtrak's survival is crucial to the future



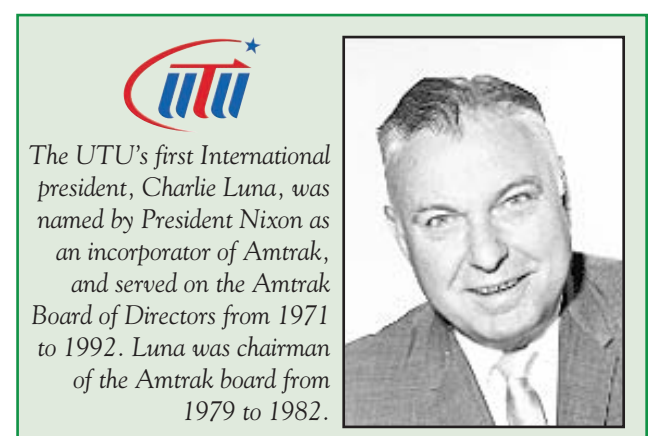
Is Amtrak's subsidy excessive?

Rep. Steve LaTourette (R-Ohio), an influential member of the House Transportation & Infrastructure Committee, doesn't think so. LaTourette observed at a recent congressional hearing that while Congress, over the past four decades, **has invested more than \$1 trillion in highways and more than \$421 billion in aviation, it has invested but \$36 billion in Amtrak.**

What does Amtrak require to serve an aging population projected to grow by 51 million to 358 million by 2025? "Dedicated multiyear funding for intercity and high-speed rail and a clear and leading role [in advancing higher-speed and high-speed rail]," Amtrak Vice President for Government Affairs Joe McHugh told Congress.



Conductor Mark Slabodnik, Local 1525, Carbondale, Ill., reviews tickets and train orders at his makeshift desk on the "Missouri River Runner" between Kansas City and St. Louis.



The UTU's first International president, Charlie Luna, was named by President Nixon as an incorporator of Amtrak, and served on the Amtrak Board of Directors from 1971 to 1992. Luna was chairman of the Amtrak board from 1979 to 1982.



Railpax was initially chosen as the name for Amtrak, but federal officials feared it would become known as Railpox. Thus the words "American" and "train" were used to create Amtrak as the name. Formally, Amtrak is known as the National Railroad Passenger Corp. The so-called "broken arrow" logo (left) was used until changed, in 2001, to the more contemporary logo on the right.



Amtrak President Joseph Boardman with conductor Sam Bens, Local 1933, Washington, at Washington's Union Station. Boardman strives to chat with every employee with whom he comes into contact and has a unique ability to remember most by name.

Amtrak's Northeast Corridor

Amtrak's most heavily traveled route is the Northeast Corridor, which links Washington, Baltimore, Philadelphia, New York and Boston.

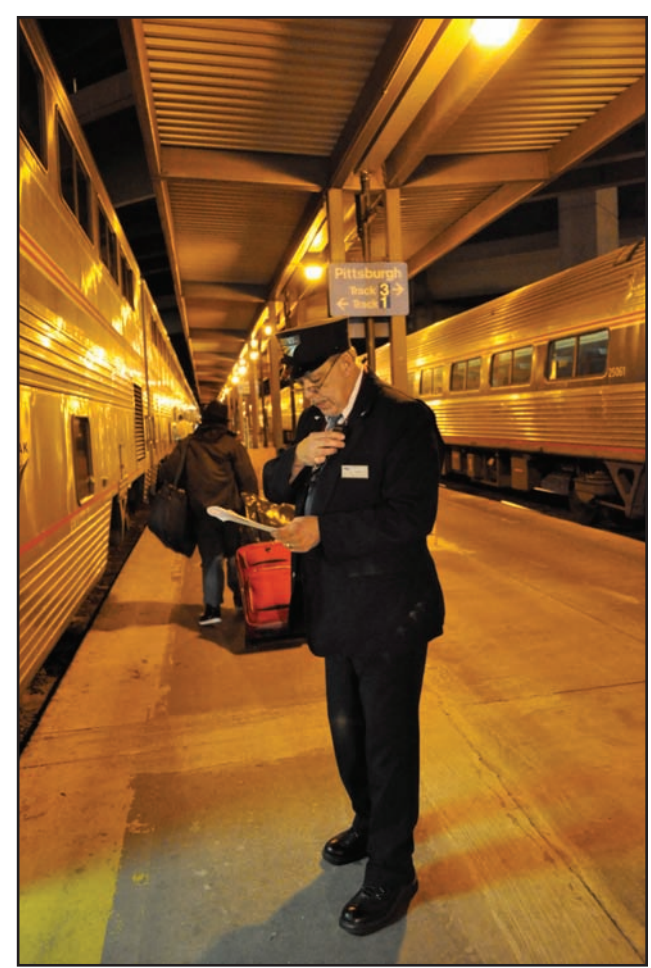
With Acela trains capable of speeds up to 150 mph, and an on-time performance for all Northeast Corridor trains of some 80 percent, Amtrak has captured 69 percent of the Washington/New York air-rail market share – up from 37 percent in 2000; and 52 percent of the Boston/New York air-rail market share – up from 20 percent in 2000.

With 65 percent of Northeast Corridor track miles supporting speeds of at least 110 mph, Amtrak transports more passengers between Washington and New York, and between Boston and New York, than all airlines combined.

Amtrak President Joseph Boardman envisions the Northeast Corridor as a high-speed rail showcase, worthy of a 30-year, \$117-billion federal investment for 220-mph trains providing 84-minute trip times between Boston and New York, and 96-minute trip times between New York and



Amtrak Turboliner on the east shore of the Hudson River enroute from New York City to Albany, N.Y., after passing under Bear Mountain Bridge. Turboliners, with a top speed of 160 mph, were operated in partnership with the State of New York from 1974 to 2004.



Conductor Don Lewis, Local 168, Chicago, prior to departure of the "Capitol Limited" at Pittsburgh enroute to Chicago. Lewis is son of former Chesapeake & Ohio (now part of CSX) General Chairperson Dan Lewis. (Photo courtesy of Doug Riddell)

UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Medicare offers many levels of care

Medicare Part A is hospital insurance. It helps cover inpatient care in hospitals and skilled nursing facilities following a hospital stay, some home health care and hospice care.

There is a limit on how many days of hospital or skilled nursing care Medicare helps pay for in each “benefit period.”

Medicare Part B is medical insurance. It helps cover doctors’ services, non-hospital care and some preventive services. There is an annual deductible for Part B services.

After the deductible is paid, Medicare will generally pay 80 percent of the approved charges for covered services during the remainder of the year, with the beneficiary responsible for the remaining 20 percent.

Medicare Part D helps cover the cost of prescription drugs.

Medicare Part C, also known as Medicare advantage plans, combines Medicare Part A and Part B, and sometimes Part D, coverage.

Medicare Part C is managed by private insurance companies approved by Medicare.

All Social Security and Railroad Retirement beneficiaries at least age 65 are covered by Medicare. In some cases, disabled workers younger than 65 are eligible for Medicare coverage.

Under certain conditions, spouses, divorced spouses, surviving divorced spouses, widow(er)s or a dependent parent may be eligible for Medicare hospital insurance based on an employee’s work record when the beneficiary turns age 65.

Disabled widow(er)s under age 65, disabled surviving divorced spouses under age 65, and disabled children may be eligible for Medicare, but a 24-month waiting period may be required.

For more information on Medicare, call the federal government’s Medicare information line at (800) 633-4227, or visit www.medicare.gov.

Railroad retirees should contact Palmetto GBA for more information on Medicare Part B by visiting www.palmettogba.com/medicare.

UTU offers tours, cruises for Alumni

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

Cruise to Alaska, July 28 – Aug. 7: This Holland America Cruise Line cruise to Alaska runs 11 days (four days land; seven days cruising). Itinerary includes Denali National Park (McKinley Explorer Rail), Fairbanks, Anchorage, Seward, Ketchikan, Juneau, Skagway, Glacier Bay National Park and College Fjord Scenic Cruising. The cost is \$2,140 per person.

Post-convention cruises: UTU members and retirees can enjoy a Royal Caribbean Cruise Line cruise following the UTU Quadrennial Convention in Hollywood, Fla.

Three-day weekend cruise, Aug. 12 – 15: Aboard the “Majesty of the Seas.” Itinerary includes Cococay and Nassau, Bahamas. The cost is \$450 per person.

Seven-day Caribbean cruise, Aug. 13 – 20: Aboard the “Oasis of the Seas.” Itinerary includes Nassau, Bahamas; St. Thomas, Virgin Islands and St. Maarten. The cost is \$1,375 per person.

British Isles cruise Aug. 16 – 28: This Princess Cruise Line cruise of the British Isles 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.

New alumni chapter forms in Richmond, Va.



Railroad retirees and their spouses in the Richmond, Va., area recently formed UTU Alumni Association Chapter 15. The group meets regularly at the Golden Corral Restaurant in Glen Allen. For more information, contact organizer John Hines, a retired member of Local 924 in Richmond, at (804) 329-1086. “UTU Alumni Association chapter meetings are an interesting and enjoyable way to reconnect with the brothers and sisters you worked with for so many years,” UTU International President Mike Futhey said. “I commend Brother Hines for putting this new chapter together.”

New Alumni Association chapter to meet in Clovis, N.M.

Rail retirees in the Clovis, N.M., area are invited to the inaugural meeting of UTU Alumni Association Chapter 16. The meeting will be held at 9 a.m. on Saturday, June 18, at the El Rancho Buffet, 3327 Lilac Dr., Clovis.

Organizing the event is **Randy Dunson**, a retired member of Local 1168, Clovis. His address is 1659 S. Roosevelt Rd. 4, Portales, NM 88130. His telephone number is (575) 760-3341. His email is crdunson@yucca.net.

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
6	Ingram, Donald R.	Asheville, N.C.	446	Rubeling, Claude A.	Olga, Wash.	1390	Grossman, Archie	Bayonne, N.J.
20	St. Martin, Alton P.	Beaumont, Texas	471	Haight, Willis E.	Beaverton, Ore.	1397	Pizzuti, Frank P.	Findlay, Ohio
31	Barr, George W.	Fremont, Calif.	498	Geist, Leonard E.	Schnecksville, Pa.	1501	Bean, Raymond T.	Carriere, Miss.
94	Orr, Olen F.	Overland Park, Kan.	528	Hayes, John	Cedarburg, Wis.	1544	Estes, George M.	Whittier, Calif.
95	Haag, James	Hudson, N.Y.	528	Kinney Sr., Michael J.	Belvidere, Ill.	1563	Mazzoni, Waldemar	Huntington Park, Calif.
171	Starjak Jr., Mike	Ottawa, Ill.	533	Giacchetti, Terry L.	Independence, Mo.	1570	Hanagan, Robert M.	Sacramento, Calif.
211	Hanzalik, Albert W.	Binghamton, N.Y.	607	Hackworth, T.P.	Thayer, Mo.	1614	Hochsprung, Loren	Saint Paul, Minn.
238	Bundy, Charles I.	Portola, Calif.	655	Carner, Fred W.	Richlands, Va.	1628	Yelenic, Richard L.	Irwin, Pa.
265	Malzahn, Troy E.	Pocatello, Idaho	679	Thompson, Charles	Richfield Springs, N.Y.	1674	Jamison, Oran P.	Monrovia, Calif.
283	Center, James M.	Issaquah, Wash.	733	Haldeman, Eugene R.	Texarkana, Texas	1709	Gruber, Benjamin	Oklahoma City, Okla.
284	Stokar, Frank E.	Independence, Ohio	744	Emans, Edwin E.	Frankfort, Ind.	1840	Rova, David M.	Glasgow, Mont.
298	Baltrusis, Samuel	New Lenox, Ill.	770	Pickle, Powell K.	Heavener, Okla.	1951	Hanley, Walter S.	Hamden, Conn.
298	Jeffers Jr., William C.	Anderson, S.C.	847	Watson, Jerry W.	Ackerman, Miss.	1963	Wicks, David H.	Henderson, Ky.
300	Lennartz, Charles W.	Camp Hill, Pa.	903	McMillan, William	Hartsville, Tenn.			
300	Love, Harold E.	Catawissa, Pa.	933	Garrett, John B.	Boonville, Mo.			
312	Thiewes, James L.	Circle Pines, Minn.	1238	Brodahl, Edward D.	Vancouver, Wash.			
418	Carlson, William M.	Sioux City, Iowa	1313	Echols, David A.	Rayle, Ga.			
421	Cleary, Francis P.	Youngstown, Ohio	1316	Benton, Robert L.	Irvine, Ky.			
446	Mueller, Fred J.	Cheyenne, Wyo.	1379	Hilson, David G.	Livermore, Calif.			

Alive and well: Local 1393 retiree Douglas Morrell of Guntersville, Ala., was mistakenly listed in the Final Call in March. UTU News regrets the error.



Why should you buy life insurance?

Because your children
are still ‘your children’
even after you
have passed away

Life insurance is not just for funeral costs. Life insurance is for those you leave behind.

Life insurance can assure that your children will continue to live the life you diligently worked so hard to provide.

Life insurance is so no one is left asking, “How will we pay the mortgage? How will we keep up with these monthly bills? How can we afford school tuition? Where will we live?”

Contact your UTUIA agent today to discuss why YOU need life insurance.



Information, please

I would like more information on UTUIA's life insurance plans.

Please print



Full name

Date of birth

UTU local number

Address

City

State

ZIP

Telephone number with area code

Sex

Male ☐

Female ☐

Complete and mail to: UTUIA Sales Dept., 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333 05/11

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

United Transportation Union 2011 budget

Pursuant to Article 19 of the UTU Constitution, below is the 2011 budget for the United Transportation Union.

International funds	Jan. 1, 2011 (valued in U.S. dollars)	Receipts and other additions	Disbursements and other deductions	Dec. 31, 2011 (projected)
General Fund	\$2,930,296	\$34,771,810	\$(34,863,071)	\$2,839,035
Education and Training Fund	3,836,317	683,000	(978,000)	3,541,317
Maintenance of Membership Fund	(315,485)	683,000	(489,000)	(121,485)
Public Relations Fund	42,886	172,000	(51,000)	163,886
Strike Fund	3,562,706	521,000	-	4,083,706
Convention Fund	5,654,144	1,359,000	(6,600,000)	413,144
Total International funds	\$15,710,864	\$38,189,810	\$(42,981,071)	\$10,919,603

United Transportation Union Insurance Association December 31, 2010

(Amounts as reported in quarterly statement filing
to Ohio Department of Insurance) (unaudited)

Ohio revised code provides that, not later than the first day of June of each year, UTUIA shall either mail to each benefit member, or publish in its official publication, a synopsis of its annual statement. That information is shown below.

Assets		Summary of operations	
Cash	\$2,503,084	Income	
Bonds	179,081,565	Premium income	\$17,961,589
Stocks	20,270,219	Investment income & other	9,916,581
Other invested assets	0	Total income	\$27,878,170
Real estate	2,453,560	Expenses	
Policy loans	6,828,626	Benefits	(\$19,774,122)
Accrued interest & other assets	2,512,603	General expenses	(7,670,201)
Total assets	\$213,649,657	Total expenses	(\$27,444,323)
Liabilities & surplus		Operating gain (loss)	\$433,847
Policy reserves	\$180,077,758	Realized capital gain	(629,143)
Other liabilities	7,723,889	Net gain (loss)	(\$195,296)
Total liabilities	\$187,801,647		
Surplus	\$25,848,010		
Total liabilities & surplus	\$213,649,657		

UTU, SMWIA arbitration set for June

Arbitrator Michael H. Gottesman will hear presentations by the UTU and the Sheet Metal Workers International Association during five days of arbitration in June to determine whether the merger agreement between the UTU and the SMIWA is an enforceable agreement.

Gottesman, a law professor at Georgetown University in Washington, was named to arbitrate the dispute by AFL-CIO President Rich Trumka, following a March 4 ruling by Federal District Court Judge John Bates.

The choice of Gottesman was jointly approved by UTU International President Mike Futhey and SMWIA National President Mike Sullivan.

Judge Bates, in his March 4 ruling, said a separate action brought by several UTU members challenging the validity of the merger – alleging violations of Titles I and V or the Labor Management Reporting and Disclosure Act – is not within the arbitrator's jurisdiction and that he would delay a ruling on that complaint pending the outcome of the arbitration.

Gottesman will hear evidence from each organization June 7-9 and June 14-15. There is no deadline on his issuing a ruling.

For Alan Nash, the pen is mightier than the sword

Union Pacific locomotive engineer and UTU Local 257 (Morrill, Neb.) member **Alan Nash** knows better than most that ‘the pen is mightier than the sword.’

Nash is best known to his UTU brothers and sisters as an accomplished and award-winning cartoonist, who frequently provides the *UTU News* with his colored-pencil artwork in the form of editorial cartoons.

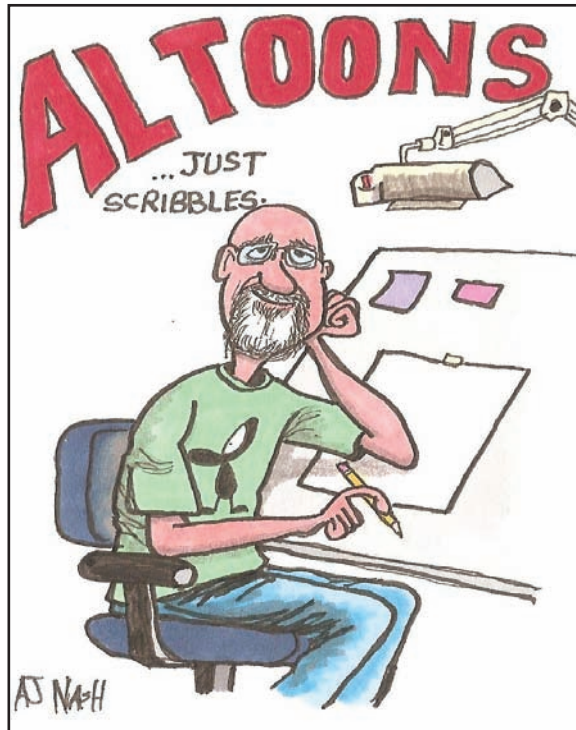
Union Pacific officials are more familiar with Nash’s emails: pointed and positive criticisms that typically result in changes in corporate behavior.

“Great feedback, Alan,” responded UP Vice President Lance Fritz to a recent communication Nash sent Fritz and UP Chairman Jim Young.

Nash took exception to the form of a UP safety award – not the award, itself, but, well, here is Nash’s complaint to Young and Fritz:

“First, I would like to say thank you for the recognition.... Safety, as we all know, is our number one priority and always will be. The fact that you take the time to recognize us as employees for our efforts to perform our jobs in the safest and most efficient manner is something I believe we all appreciate.

“I don’t feel you owe me anything for performing my job as I am expected, safely and efficiently. So the gesture by you to recognize me and my co-workers for doing so is above and beyond your requirements as an employer. However, after receiving this year’s award, I would have been just as satisfied having nothing.



“A watch – a watch packaged in a box, a box with a sticker stating, ‘Box made in China.’ Opening the box...[is] a bag containing a pocket watch, with two stickers, one stating, ‘Made in China’ and the other, ‘Japan movement.’

“We have troops all over this world defending our country, our lifestyle and our freedoms. We have the American flag proudly flying on our locomotives, on top of flagpoles at our yard offices, maintenance shops and our headquarters.

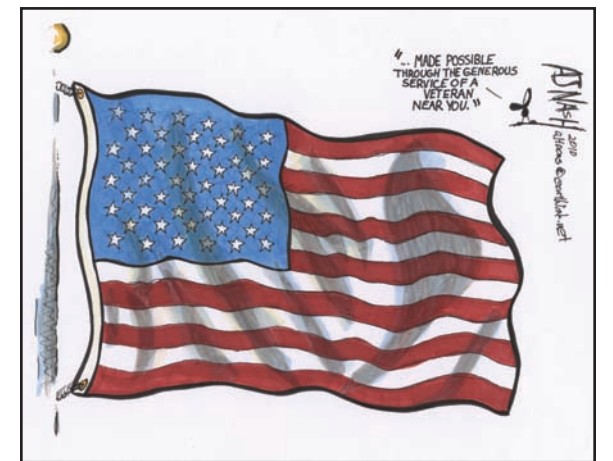
We wake up every morning to news that our economy is still lagging behind. So we hope that our economy is on the road to recovery and that somehow we have a hand in that recovery, putting us back on top, making us the undisputed economic powerhouse; and yet China seems to be coming out on top, again....

“Maybe we should try a little harder to help out.”

Nash’s general chairperson, **Mike Reedy** (GO 225), received a copy of Nash’s email, and commented, “Brother Nash realizes that distributing an award made in China is a slap in the face to every worker in this country. Good for him.”

To UP Vice President Lance Fritz’ credit, Fritz responded quickly, thanking Nash for the feedback and observing, “Clearly, we need to think through the message we send in all contexts – including the safety gifts. I agree with you completely that actions trump words, and actions include the physical objects we give as tokens.”

Nash was instrumental in changing another UP policy. He took offense that the UP yard office at S. Morrill, Neb., had no American flag flying – on a day that local National Guard volunteers, trailed by the media, arrived to pick up employee presents donated for Toys for Tots.



Nash reacted with an email to Young and Fritz expressing his embarrassment that those who make sacrifices on behalf of the nation did not see the American flag flying at a UP yard office.

Again, Fritz stepped up to the plate. Within 15 minutes of receiving the email, Fritz was on the phone instructing managers at South Morrill to resolve the situation.

“By the next morning, there were brand new flags atop two flag poles at the two UP office buildings at South Morrill,” Nash said.

Now that’s a powerful pen – used sparingly, but positively and with great effect, on behalf of railroaders and Americans everywhere.

UTU offers hazmat-awareness training

UTU members who work around hazardous materials are encouraged to attend an all-day DOT hazardous materials awareness course being conducted by the National Labor College the day prior to the official start of San Antonio and New York regional meetings.

Training will be held at both regional meeting hotel sites. The courses will be held Sunday, June 19, in San Antonio, and Sunday, July 3, in New York, with both beginning at 8:30 a.m.

National Labor College (NLC) hazmat staff peer trainers – North Carolina State Legislative Director **Dickie Westbrook**, International Representative for Strategic Planning and CSX District Safety Chairperson **Billy Moye**, Local 1138 Chairperson **Yvonne Hayes** and Local 1886 President and Legislative Representative **Charlie Jones** – will oversee and direct the training.

They will be assisted by North Carolina Assistant State Legislative Director **Glenn Lamm**, CSX GO 513 Secretary and Local 762 (Montgomery, Ala.) President **Dale Barnett Jr.**, both senior regional peer trainers from the National Labor College’s hazmat program.

“UTU members will learn more in this workshop than the railroads will teach them in their entire career,” Westbrook said. “We will condense almost everything from a five-day hazmat course into an eight-hour course.”

Attendees will learn to use the federally mandated emergency response guide; how to respond when dangerous chemicals are present; how to identify hazmat-carrying rail cars; the most effective way to react to leaks and spills; how chemicals affect the human body; FRA rules and jurisdiction versus OSHA rules and jurisdiction, and how to protect themselves and others in the event of a hazmat emergency.

Participants should note that this is an all-day session and to enroll early since space is limited.

To enroll, send your name, local number, email address and telephone number to UTU Regional Meeting Hazmat Program, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, or register online on the “Meetings” page of www.utu.org. On-site enrollment accepted if space is available.

Meet your UTUIA independent directors

Your United Transportation Union Insurance Association offers a wide variety of insurance and investment products to transportation industry families at affordable rates. The UTUIA is governed day to day by an executive committee and overall by a board of directors. UTU International President Mike

Futhey, Assistant President Arty Martin and General Secretary & Treasurer Kim Thompson serve on both bodies. Four independent directors also serve on the board of directors. Nicholas DiCicco and William Thompson were introduced last month; Joyce Terbovich and Frank Riha are featured this month.



JOYCE A. TERBOVICH, CPA
Shawnee Mission, Kan.

Joyce A. Terbovich is a certified public accountant and practices tax and financial planning, tax preparation and tax controversy resolution in Kansas and Missouri. Before establishing her own practice in 1985, she practiced tax and financial accounting with Deloitte Touche, KPMG, various local certified public accounting firms and a local bank consulting firm. She is a member of the Kansas Society of Certified Public Accountants and the Missouri Society of Certified Public Accountants. As treasurer for 10 years of the City of Lake Quivira, she prepared budgets and financial statements for the city. “As a member of the board of directors for UTUIA since 2005, I have noticed a marked improvement in the financial condition of the UTUIA each year. The UTUIA is positioned to meet its obligations and promises made to its clients.”



FRANK RIHA, CPA
Aurora, Ohio

Frank Riha earned a bachelor of science degree from Kent State University (1962) and is a certified public accountant (inactive) whose 30 years of experience has been concentrated in the areas of financial reporting for life insurance companies, including as a chief financial officer. Riha spent the previous five years as an insurance examiner supervisor with the State of Ohio Insurance Department. He has attained the certifications of Life Management Institute Fellow and is a member of the Ohio Society of Certified Public Accountants. “Having had the privilege of serving as an independent director since 2006, I feel that the UTUIA is in good hands and being operated so that all future obligations will be met as needed for both current and future members. I urge all UTU members and their families to consider UTUIA insurance and investment products.”



Regional meetings offer education, fraternalism

The 2011 UTU/UTUIA regional meetings have been designed to provide a grand sense of fraternalism, lots of worthwhile education and tons of fun for the whole family.

As before, each regional meeting will run for 2-1/2 days, ending early on the afternoon of the third day. The evening of the first day has been left unscheduled so you, your family and friends will be free to explore and enjoy the many offerings of the regional meeting cities.

UTU meeting registration and hotel reservations can be made online by visiting www.utu.org and clicking on the “Meetings” tile in the blue menu bar at the left-hand side of the UTU homepage.

All those attending the regional meetings must be registered in order to attend any planned social function. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

The pre-registration fee for the 2010 regional meetings is \$150 per member, spouse or child over age 11. Additional fees apply for the golf outings and spouse tours. You must make your own room reservations, and certain deadlines apply. Tours are booked first come, first served.

The \$150 registration fee covers all workshop materials; a welcoming reception the night before the meeting; three lunches and one evening meal. Those wishing to attend only the workshops do not need to pay the registration fee. No one-day registrations are offered.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, 10 days prior to the scheduled start of the meetings or the registrant will be charged the on-site registration fee of \$200.

You may cancel your registration by June 6 for San Antonio or June 20 for New York without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755, or call (216) 228-9400.

SAN ANTONIO, JUNE 20-22

HILTON PALACIO DEL RIO
200 S. ALAMO ST.
SAN ANTONIO, TX 78205
WWW.HILTON.COM

Hotel reservations: (800) HILTONS toll free; (210) 222-1400 direct; (210) 270-0761 fax

Reservation code: UTU

Daily room rate: \$139 single/double, plus tax; rates good for three days before and after the meeting, depending upon availability

Reservation deadline: May 18, or until all rooms being held for the UTU are reserved

Parking: Valet: \$35.50 per night; Self: \$22

Golf outing: The regional meeting golf outing will be held Sunday, June 19, at the Pecan Valley Golf Club. The cost is \$80 per golfer, which includes transportation, golf, lunch and more.

NEW YORK CITY, JULY 4-6

GRAND HYATT NEW YORK
109 E. 42ND ST. AT GRAND CENTRAL
NEW YORK, NY 10017
WWW.GRANDNEWYORK.HYATT.COM

All rooms being held for the UTU at the Grand Hyatt New York have been reserved.

The overflow hotel is the Roosevelt Hotel, 45 East 45th St., New York, NY 10017 (a seven-minute walk to the Hyatt). Telephone (888) 833-3969; mention UTU when reserving rooms. Rates are \$199 single/double, \$239 triple, \$279 quad. Room rates are good July 1 to July 9. Cut-off date for reservations is June 11 or until all rooms being held for the UTU are taken. Parking is \$55 per 24 hours.

DISCOUNT AIRFARES, CAR RENTALS

Continental Airlines is offering discounted fares to UTU members and others attending the San Antonio regional meeting. See the “Meetings” page of the UTU website, www.utu.org, for details.

The UTU also has arranged with Avis Rent-a-Car to offer discounted rates to UTU members attending the 2011 regional meetings. To reserve a car, contact Avis at (800) 331-1600 and use the UTU’s Avis Worldwide Discount (AWD) number: **D150699**. Or reserve online at www.avis.com.

TWO SPOUSE TOURS SET

The UTU is arranging **two different tours of local attractions** at both regional meetings. The tours will take place the day before, as well as the first day of, each meeting. Fees are \$35 per registered spouse, guest or child, or \$75 per unregistered spouse, guest or child in San Antonio, \$50 per registered spouse, guest or child, \$90 per unregistered spouse, guest or child in New York. Check out www.utu.org for complete details.

UTU REGIONAL MEETING REGISTRATION FORM

Registering before the regional meetings speeds sign-in procedures, helps organizers plan more accurately, and saves on meeting costs. **Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2-1/2 days and conclude on the afternoon of the third day.** Registration fees are \$150 per person; children 11 years of age and under are complimentary. On-site registration is \$200 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms with payment must be received at the UTU International by June 6 for the San Antonio meeting or June 20 for the New York meeting for the member/spouse to be considered pre-registered.

Which regional meeting will you be attending? ☐ San Antonio ☐ New York

Arrival date: _____ Departure date: _____

Transportation type: ☐ Automobile ☐ Air ☐ Other

Member registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____

Phone number (_____) _____ Email _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions?
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Spouse registration ☐ San Antonio ☐ New York

Spouse name _____ Title (if any) _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions?
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Spouse/guest tour: ☐ Sunday or ☐ Monday (*\$35 per registered spouse, \$75 per unregistered spouse in San Antonio; \$50 per registered spouse, \$90 per unregistered spouse in New York*)

Child registration ☐ San Antonio ☐ New York

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions?
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions?
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions?
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions?
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Tour: ☐ Sunday or ☐ Monday (*\$35 per registered child, \$75 per unregistered child in San Antonio; \$50 per registered child, \$90 per unregistered child in New York*) No. attending _____

Guest registration ☐ San Antonio ☐ New York

Guest name _____ Relationship to member _____

Home address _____

City/State/ZIP _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions?
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Spouse/guest tour: ☐ Sunday or ☐ Monday (*\$35 per registered spouse, \$75 per unregistered spouse in San Antonio; \$50 per registered guest, \$90 per unregistered guest in New York*)

Special needs? (*Circle appropriate responses*): Registrant / spouse / child / guest is:
hearing impaired / visually impaired / in wheelchair / other: _____

Golf registration ☐ San Antonio

Name _____ Handicap _____ Name _____ Handicap _____

Name _____ Handicap _____ Name _____ Handicap _____

(*Golf fees are \$80 per golfer; include in total payment. Please provide names of others if foursome.*)

Payment options

Check/money order enclosed (*U.S. funds only*) \$ _____

Credit card ☐ VISA ☐ MasterCard

Card number _____ Exp. date _____ Total charged \$ _____

Signature _____

This form and payment of \$150 per person over the age of 11, plus golf registration fees of \$80 per golfer (if applicable) and spouse/guest tour fees (if applicable), must be received at the UTU International, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by June 6 for the San Antonio meeting or June 20 for the New York meeting for the member/spouse to be considered pre-registered. Make checks or money orders payable in U.S. funds to “*UTU Regional Meeting*.” Those who do not pre-register for the regional meeting but choose to register at the meeting site will be charged a \$50 penalty fee. Space on the tours is limited; reservations are first-come, first-served.

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POSTMASTER: Send address changes to UTU News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-



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 BNSF conductor **J.R. Smith** of Local 1313, Amarillo, Texas. It is a photo of a steam-powered cog engine taken at Mount Washington, N.H. The cog railway, established in 1852, is a national historic engineering landmark.



The Official Publication of the United Transportation Union

UTU, rails reach tentative 5-year deal

A tentative new five-year national rail agreement covering wages, benefits and working conditions has been reached between the UTU and the National Carriers' Conference Committee (NCCC).

The tentative agreement is retroactive to Jan. 1, 2010, and extends through Dec. 31, 2014.

The tentative agreement, which amends the existing national agreement, must be ratified by each affected craft under the craft-autonomy provisions of the UTU Constitution. The existing national agreement remains in force under provisions of the Railway Labor Act.

Details of the tentative agreement are being withheld pending their presentation at a June 2 meeting of the Association of General Chairpersons – District 1. Those details will then be provided UTU members, along with a copy of the tentative new agreement and a written explanation, prior to the ratification process.

Railroads represented by the NCCC include BNSF, CSX, Kansas City Southern, Norfolk Southern, Union Pacific and many smaller railroads. Some 38,000 UTU members are affected by the tentative new agreement.

This is the first agreement reached in this round of national bargaining with the NCCC. Other organizations remain at the bargaining table. The UTU tentative agreement was reached voluntarily, without need for

mediation. However, two members of the National Mediation Board – Elizabeth Dougherty and Linda Puchala – served as facilitators during the two most recent rounds of talks between the UTU and the NCCC, leading to this tentative agreement.

UTU International President Mike Futhey thanked his negotiating team for "their hard work and long hours. I am confident our general chairpersons will react positively when the details of this agreement are presented to them."

In addition to UTU lead negotiator Futhey, the negotiating team includes Assistant President Arty Martin; National Legislative Director James Stem; UTU International Vice Presidents Robert Kerley and Delbert Strunk; and General Chairpersons John Lesniewski (CSX, GO 049), Pate King (NS, GO 680) and Doyle Turner (CSX, GO 347).

Futhey praised retired UTU General Secretary & Treasurer Dan Johnson for his emphasizing, early in the process and through articles published on the UTU website, the value of interest-based bargaining whereby both sides strive to understand the needs of the other.

"Interest-based bargaining worked well for the UTU in reaching a ratified national agreement in 2008, and interest-based bargaining was instrumental again this round in guiding both sides to a voluntary tentative agreement," Futhey said.

Inside this issue of the *UTU News*:



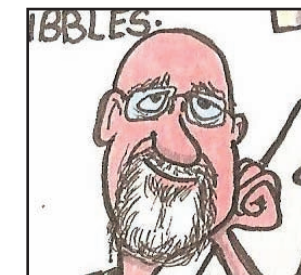
Disciplined finances keep UTU, UTUIA strong. See page 4.



New Mexico crossing safer, thanks to UTU. See page 5.



Amtrak celebrates 40 years of serving America. See pages 6/7.



UTU member Nash's pen mightier than the sword. See page 10.