



www.utuia.org

UTU News

www.utu.org

The Official Publication of the United Transportation Union

FRA mandates improved locomotive safety, comfort

A final rule on improved locomotive cab safety and comfort has been published by the Federal Railroad Administration.

The final rule, affecting all new and remanufactured locomotives in road and yard service, follows collaboration among the FRA, rail labor and carriers through the Railroad Safety Advisory Committee (RSAC) process.

The new standards become effective June 8.

Significant in the final rule is a requirement that new and remanufactured locomotives be equipped with a secure cab lock to prevent unauthorized intrusions.

While many locomotives do have cab locks, not all are "secure."

As secure cabs can create intolerable conditions during hot weather, the new rule also requires climate control – air cooling inside the cab in hot weather as well as a cab environment ensuring a low temperature of no less than 60



degrees in cold weather – for all new and remanufactured locomotives.

"Fatigue management and security concerns require climate-controlled locomotive cabs," said National Legislative Director James Stem. He observed that "CSX is doing a good job of consistent management to move the newer and air-conditioned locomotives to the lead."

Stem also observed that 22 months ago, a crew member was fatally shot inside a locomotive cab in Louisiana during a robbery attempt. And while that locomotive did have locking devices for the cab door and windows, the locomotive was not air conditioned, which caused the crew not to secure the cab.

The new rule also affects use and operation of remote control locomotives, and revises standards for locomotive brake maintenance, headlight replacement and locomotive electronics.

To read the final rule, go to www.utu.org

Regional meetings build leaders

UTU is the leader in labor representation for one reason: it has educated, informed and involved leaders at every level of the organization, thanks in part to UTU regional meetings.

These officers do not grow on trees. While they might naturally possess leadership qualities, and show a ready willingness to do the job, they must first be taught how to do the job.

That is where the UTU International comes in. The UTU International offers a wide variety

This year the theme of the UTU regional meetings is "Building on the Future," and the UTU has designed a regional meeting program with that theme in mind.

Meeting attendees will hear:

- **Nancy Lessin, who is program coordinator for the United Steelworkers, speak on behavior-based safety programs and practices that focus on worker behavior, rather than on workplace hazards, as the cause of injuries and illnesses;**

- **Representatives from the Occupational Safety & Health Administration, who will give attendees the latest information about whistleblower protections. They also will talk on the new protections rail members enjoy from employer threats and intimidation, and the rights of workers to report safety concerns;**

- **A panel of UTU designated legal counsel will present a workshop on protecting the rights of union members;**

- **Want to learn the secrets to a successful investigation and arbitration? Trained arbitrators will give tips on what to do, and what not to do, when presenting your case;**

- **General Secretary & Treasurer Kim Thompson, along with Auditors Stephen Noyes, Bobby Brantley, Franz Von Kruger, Mike Araujo and Director of Updating and Auditing Marilyn Spangler, will present an in-depth examination of UTU accounting practices;**

- **Representatives from the National Labor Relations Board will speak on the many rights union members enjoy under various labor laws;**

- **Representatives from the Federal Railroad Administration will be on hand to discuss railroad conductor certification procedures, hours-of-service rules and other safety issues;**

- **UTU organizers Rich Ross and Mike Lewis**

Continued on page 5



Arbitrator Dr. Francis X. Quinn will be at the UTU regional meetings to teach ways to prepare for and present cases at arbitration.

of educational materials for its officers, from local chairperson manuals to secretary & treasurer workshops. None, however, is more important than the hands-on, face-to-face training presented at the UTU regional meetings.

This year, the meetings are scheduled for June 18 – 20 in Portland, Ore., and July 23-25 in Memphis, Tenn. (More information, and a registration form, can be found on page 11.)

UTU officers and experts from the fields of arbitration, litigation, investigation and representation all come to these meetings with one purpose: to educate and motivate the union leaders of tomorrow, for the betterment of all.



Are you registered to vote? Are you sure?

If you have recently moved to the next street, or the next town or the next state, you have likely changed your voter registration status.

Go to www.utu.org to find a link to a voter registration website called Long Distance Voter, one of the most comprehensive, non-partisan websites for voter registration and absentee voting. This website will allow you to register to vote, verify your voter registration and apply for an absentee ballot.

Registering to vote is simple and can usually be completed in a matter of minutes.

Once you are registered to vote, you may want apply for an absentee ballot. If you want to be sure your vote is counted, applying for an absentee ballot is the way to go. Your ballot will be sent to you in the mail and can be completed in the comfort and privacy of your own home.

Should you have any questions on the application process, call the UTU National Legislative Office at (202) 543-7714.

Around the UTU

Local 31, San Jose, Calif.

Local Chairperson **Willie Witzel** reports that the following members have recently retired, followed by their years of service: **Howard P. Halla** (36), **Donald G. Dewald** (46), **Jesus Q. Flores** (46), **J.J. Jeretina** (37), **Stephen A. Forbush** (31) and **Lester S. Whitaker III** (34), who served the local as secretary & treasurer for 18 years. "On behalf of Local 31's officers and membership, I wish each of them many years of health and happiness in their retirements. Congratulations," Witzel said.

Local 166, Salt Lake City

Utah State Legislative Director **Jay Seegmiller** received 62 percent of votes cast in the first round of voting at the Utah State Democratic Convention April 21, preventing a primary and becoming the party's nominee for Utah's 2nd Congressional District. For more information about Seegmiller, visit www.jayforjobs.com.

Local 199, Creston, Iowa

According to Local Chairperson **Billi Vavra**, the families of UTU members here have voted to form a lodge of the Auxiliary of the UTU and **Tessa Hull**, wife of Local Trustee **Rob Hull**, has been elected to serve as president of the Creston Voice. "The members of this local are extremely excited to have all of our families supporting the local in this way," Vavra said. Auxiliary International President **Mae Parker** said she is looking forward to visiting the lodge soon and assigning it its official lodge number.

Local 240, Los Angeles

Conductor and UTU Alumni Association member **Victor A. Brown** died April 19, according to Local Chairperson **Harry J. Garvin Jr.** Brown hired out as a brakeman with Southern Pacific June 17, 1959. He retired Dec. 31, 1995, after 36 years of service. "He was dedicated member of UTU Local 240 and will be missed by everyone who knew or worked with him," Garvin said. He is survived by his wife, Rosemary.

Local 318, Hornell, N.Y.

Retired former Legislative Rep. **Robert A. Hagen** died April 16, UTUIA Field Supervisor **Art Rayner** reports. Hagan had also served as vice local chairperson, vice general chairperson of Norfolk Southern Lines GO 687 and a UTU organizer. He is survived by his wife, Amy.

Local 324, Seattle

Local Chairperson **Todd Kester** notes the upcoming retirement of hostler **Linda Mayher**. Mayher hired out on a Burlington Northern predecessor in 1978 and became a fixture hostler June 24, 1984. "The members of this local would like to thank her for her service and wish her a very happy and well-deserved retirement," Kester said.

Local 340, Connellsville, Pa.

In honor of **Harry Landis'** many faithful years of service to his union, the members of Local 340 held a celebration April 19 at the Hen House to recognize his retirement. Landis hired out on a B&O Eastern Region track gang in 1974, Vice Local Chairperson **Ed DeMott** reports. He left railroad service, but returned to work as a trainman in Cumberland in 1981. "It is a fact that when Harry walked into the crew room or yard office, just about everyone's morale improved. When you heard Harry on the radio, it was like a breath of fresh air. I don't think there is a person out here who was disappointed when the caller told them they were working with H.D. Landis," DeMott said. "We wish Harry and his family the best and hope they enjoy many long years of his hard-earned retirement."



Harry Landis, right, holds gifts presented to him by Local Chairperson **Bill Conrad**.



UTU Rail Safety Task Force member **Jerry Gibson**, second from left, is joined by **Carl Fields**, left, and **Dan Lauzon**, both from the BLET, following a hearing with National Transportation Safety Board Chairperson **Deborah Hersman** at NTSB offices in Washington.

NTSB cites employee fatigue as cause of fatal train crash

"Fatigue," says the National Transportation Safety Board, was "the probable cause" of a rear-end accident involving two BNSF freight trains near Red Oak, Iowa, April 17, 2011, that killed a UTU-member conductor and the train's engineer.

The NTSB concluded last month that the crewmembers who perished in the locomotive of the train that hit the rear of the first train were asleep at the time of the accident, "which led to their failure to comply with the signal indication requiring them to operate at a restricted speed and stop short of the standing train."

"Once again, this investigation draws attention to the dangers of human fatigue," NTSB Chairman **Deborah Hersman** said. "The human body is not designed to work irregular schedules, especially during the circadian trough, when our bodies are at their lowest alertness."

Michigan State Legislative Director **Jerry Gibson**, a member of the UTU's Transportation Safety Team, attended the April 24 hearing and said that he hopes the investigation and its findings were not in vain.

The UTU's Transportation Safety Team works with the NTSB to ascertain factual data relating to major rail accidents.

"I hope that the circumstances surrounding the accident have been properly identified and that corrective action will be taken," he said. "While we wish we never again have to participate in another fatal accident investigation or attend another such hearing, the UTU's involvement in such events ensures our experiences and opinions are heard and necessary efforts to make our industry safer are made."

Killed were conductor and Local 199 (Creston, Iowa) Vice Chairperson **Patricia Hyatt**, and engineer **Tom Anderson**, both age 48. The fatal accident involved an eastbound BNSF coal train, which collided with the rear end of a standing BNSF maintenance-of-way equipment train on the Creston subdivision of the BNSF Nebraska Division.

"While fighting the fatigue issue is an on-going battle, I am confident that with strong commitment from the NTSB, FRA, carriers and labor, we can make the needed changes to curb its effects on the safety of train crews," Gibson said.

He also thanked BNSF employee and Local 305 (Lincoln, Neb.) Vice Local Chairperson **Mike Wood** for his assistance in the investigation.

Local 363, Roanoke, Va.

Local Secretary & Treasurer **Tripp Bane** reports that Locals 363 and 706 will celebrate a UTU Family Fun Day from 11 a.m. to 7 p.m. June 30 at Moyer Park at 900 Union St. in Salem, Va. The day will include volleyball, basketball and horseshoes and will feature a dunk booth and an inflatable bounce castle for the children. "There will a lot of prizes for both kids and adults, so come out and enjoy a cook-out and a great time with friends," Bane said. He also noted that this will be an alcohol-free event.

Local 496, Portsmouth, Ohio

The members of this Norfolk Southern local have informed *UTU News* that longtime Local President **Joey D. Jones** will officially retire June 30 after 41 years of service. Currently serving as local chairperson, Jones had served as president since 1990 and had previously held the offices of vice president, legislative representative and delegate. Jones plans to play a lot of golf and travel with his wife, Lesley, and his pug dog, Minnie Pearl. He thanks all of his fellow members for their years of support, especially General Chairpersons **Luther "Pate" King** and **Jim Houk**, former Ohio State Legislative Director **Glen Newsom** and UTU International President **Mike Futhey**.

Local 756, San Antonio

Locals 489, 756, and 857 all worked together in San Antonio April 19 to introduce new railroad hires to the UTU, Local Chairperson **John Dunn** reports. "At a presentation and luncheon we held that day, we explained the benefits of UTU membership and what it means to be a member of the UTU. We provided information about their insurance plans, pay and the contracts that the UTU has negotiated. We do these presentations each time there is a new hire class in San Antonio and we have been doing this for the last 12 years," Dunn said.



Joining **John Dunn**, standing at far right, at the head of the class are fellow presenters Legislative Rep. **Scott Woods** (857), Legislative Rep. **Brian English** (756), Local Chairperson **Bill Jones** (857), UTUIA Field Supervisor **Joe Solito** and Local Vice President **Louis DuBose** (857).

Local 768, Decatur, Ill.

A number of members from this local attended a rally outside a speaking engagement by Indiana Gov. **Mitch Daniels** in Champaign, Ill., to protest the governor's support of right-to-work (for less) legislation, Local Chairperson **Dan Calhoun** reports. Joining Illinois State Legislative **Bob Guy** were Local Chairpersons **Steve Woosley** and **Calhoun**, Legislative Rep. **Carl Draper**, Alternate Legislative Rep. **Clint Bundy** and retired members **Roger Snively** and **Mark Pittman**. Also present was UTU member **Chad Hodge** (1663, Indianapolis). "We wanted to tell the governor his anti-labor message was not welcome in Illinois," Calhoun said. (See story on rally on page 3.)

Local 1962, Toledo, Ohio

Geraldine "Jerri" Turner, 78, mother of Alternate Vice President and CSX General Chairperson **Doyle Turner**, died April 11. The owner of Jerri's Style Shop for 37 years, she was preceded in death by her husband **Jack Turner Jr.**, and is survived by sons **Doyle** and **Gregory**. In lieu of flowers, contributions may be made to Community Hospice Care Center, 2330 Pollard Rd., Ashland, KY 41101.

Md. legislative board to hold Major scholarship fundraiser

The Maryland State Legislative Board will hold its 13th annual James E. Major Memorial Golf Classic June 1 at the Forest Park Golf Course in Baltimore. All proceeds raised from the tournament will be used to support the James E. Major Memorial Scholarship Fund. The registration fee is \$75 and includes entry in the putting contest, greens fee, continental breakfast, beverages, catered dinner and prizes. For more information, or to obtain a registration form, contact State Legislative Director **Larry Kasecamp** at (301) 697-2695 or by email at utusldmd@gmail.com.

Members in Illinois rally against anti-union governors

Mention in Illinois the names of the anti-union governors of Indiana and Wisconsin – Scott Walker and Mitch Daniels – and, well, just start watching, listening and counting.

When the Wisconsin and Indiana governors separately ventured into Illinois April 17 and 19 for pre-arranged speaking engagements in Springfield (Walker to business leaders) and Champaign (Daniels to Republican leaders), almost 10,000 union members and supporters in total at both locations showed up to demonstrate their displeasure.

They unfurled union banners, set up 20-foot

Bus members turn back raid

UTU-represented school bus operators in Upper Darby, Pa., all members of Local 172, turned back a raid by the Teamsters, voting overwhelmingly to keep the UTU as their bargaining representative on this First Student property.

The UTU's ability to negotiate industry-leading contracts, process grievances and achieve workplace safety improvements were cited by many members as the reason they voted "UTU yes" once again.

Local 172 members chose the UTU as their first bargaining representative eight years ago when the property was unorganized.

Rich Ross, the UTU's director of organizing, credited organizer **Mike Lewis** and Bus Department Alternate Vice President Calvin Studivant as "a brain trust second to none in explaining the benefits of UTU representation."

Ross also thanked International President Mike Futhey for providing the resources necessary. Since Futhey was first elected UTU International president in 2007, the UTU has organized 28 new properties and turned back two raids on UTU properties.

Also singled out for praise were numerous officers at Local 1594 (Southeastern Pennsylvania Transportation Authority), including President **Waverly Harris**, Vice Local Chairpersons **Brian Caldwell** and **Curtis Fulmore**, and Treasurer **Cynthia Kelly-Nash**, along with Local 1596 General Chairperson (Transit Management of Charlotte, N.C.) **Alvy Hughes**.

Local 172 officials who worked diligently to turn back the Teamsters raid were Vice Local Chairperson **Denise Hall** and Secretary **Kathy Sitongia**. Ross said that "they have developed a loyalty among members."

Former legis. board chairperson dies

Dennis J. Schweitzer, former chairperson of the UTU's Canadian Legislative Board and the Ontario Provincial Legislative Board, died April 4.

A member of the former Local 472 at Windsor, Ontario, Schweitzer, 64, had also served as vice chairperson of the Canadian Workers' Compensation Board following his appointment by Ontario Premier Robert Rae.

"Everything he did revolved around helping injured workers," said UTU Executive Assistant to the President Tim Secord, who was the UTU's former Canadian legislative director.



Schweitzer

Schweitzer is survived by his wife, Pauline, children Carolyn and Erin, and grandchildren Jack and Ellie.

In lieu of flowers, donations made in memory of Schweitzer to the Donkey Sanctuary of Canada, 6981 Puslinch Concession 4, RR #6, Guelph, ON N1H 6J3, would be appreciated by the Schweitzer family.

An online book of condolences can be signed at www.baygardens.ca.

inflatable rats and displayed signs proclaiming, "union buster."

Both demonstrations were organized, in part, by the UTU's Illinois state legislative office, Illinois State Legislative Director **Bob Guy** and the UTU Collective Bargaining Defense Fund.

In Wisconsin, Walker was an architect of legislation to curtail collective bargaining rights and weaken the organizing abilities of labor unions. He also rejected federal funds to build high-speed rail in Wisconsin, which cost Wisconsin hundreds of jobs.

Because of grass roots efforts in Wisconsin by organized labor and its friends – funded in part by the UTU Collective Bargaining Defense Fund – Walker faces a recall election in June.

In Indiana, Daniels supported the recent pas-

sage by the state legislature of right-to-work (for less) legislation.

"Illinois UTU members were thrilled about the opportunity to gather with our brothers and sisters of labor to protest the appearance of governors who care more about business interests than working families," Guy said.

"We sent strong messages to the two anti-union governors, as well as our Illinois lawmakers, that attacks on collective bargaining rights won't work in Illinois," Guy said.

The Champaign rally included a workshop on the negative impact of right-to-work (for less) legislation on collective bargaining, and guidance on how union members should communicate the issue to their communities and fellow workers.



Local secretary & treasurers learn at workshop



Local secretary & treasurers from across the country recently traveled to Ontario, Calif., to learn how better to serve the members who elected them. About 75 percent of the 18 S&Ts attending were new to the office. The training was given by UTU International Auditors Mike Araujo and Bobby Brantley, with assistance from Local 1608 S&T Franz Von Kruger. The officers received training on the union's custom-designed WinSTABS software program, which is used to pay taxes, record expenses and transmit records to the UTU International.

Shown here, top row left to right, are **Kent Heitmann** (L-891, Whitefish, Mont.); **Mike Araujo** (L-756, San Antonio, Texas); **Bobby Brantley** (L-1263, Valdosta, Ga.); **William Braden** (L-1674, Los Angeles); **Richard Haas** (L-1581, Bakersfield, Calif.); **Michael Wood** (L-394, Albany, N.Y.); **Dale Biggs** (L-240, Los Angeles) and **James Coe** (L-811, San Bernardino, Calif.). In the second row from the top, left to right, are **Jerry Falde** (L-1614, St. Paul, Minn.); **Jose Vasquez** (L-1770, Los Angeles); **Michael Di Lorenzo** (L-1241, Richmond, Calif.); **Jim Surma** (L-1137, Fargo, N.D.) and **Jody Gaytan** (L-1918, El Paso, Texas).

In the third row from the top, left to right, are **Gary Proctor** (L-1544, Maywood, Calif.), **Geoffrey McCreary** (L-1801, Martinez, Calif.) and **Quintin Wormley** (L-1565, West Hollywood, Calif.). Second row from the bottom, left to right, are **Andy Carter** (L-1564, Los Angeles) and **Marilyn Spangler**, UTU director of updating and auditing. In the bottom row, left to right, are **Diane King** (L-40, Denver, Colo.), **Franz Von Kruger** (L-1608, Chatsworth, Calif.) and **Pedro Lara** (L-1563, El Monte, Calif.).

"Our labor unions are not narrow, self-seeking groups. They have raised wages, shortened hours and provided supplemental benefits. Through collective bargaining and grievance procedures, they have brought justice and democracy to the shop floor." – President John F. Kennedy

Vigilance is key to protecting pension benefits

Railroaders should not lose sleep over a rumor that Congress will cut Railroad Retirement benefits.

The rumor began after language was inserted in a budget report by conservative Rep. Paul Ryan (R-Wis.) suggesting the federal deficit could be cut by eliminating certain Railroad Retirement benefits. He did not understand how Railroad Retirement is funded.

The UTU, SMWIA and other rail union legislative departments, along with carriers and the Railroad Retirement Board, immediately contacted congressional offices to



International President's Column

By Mike Futhey, International President

Railroad Retirement, along with Social Security – which covers virtually all other private-sector workers – originated with President Franklin Roosevelt's New Deal during the Great Depression.

additional Railroad Retirement benefits similar to private-sector pension plans where they still exist.

Social Security recipients, while the Railroad Retirement spouse benefit is some \$500 more than paid spouses under Social Security.

Carriers pay the bulk of the additional Railroad Retirement taxes – 12.1 percent on payroll up to \$81,900 per employee, while employees pay 3.9 percent on the same earnings. This significant pension benefit is what the railroads rely on to keep our professional workforce on the job until retirement.

For more information on Railroad

The UTU PAC helps protect Railroad Retirement and elect lawmakers who will not tamper with it

remind lawmakers there are no federal funds used to pay Railroad Retirement Tier I benefits. Every penny of Railroad Retirement Tier I benefits is funded by payroll taxes on railroads and their workers.

Thus, there can be no savings to the federal government by tinkering with Railroad Retirement. As National Legislative Director James Stem said, "We are all confident that Rep. Ryan's unfortunate draft language will disappear from consideration in Congress."

This reminds us all to be ever vigilant in protecting Railroad Retirement, and the importance of participating in the UTU PAC.

Railroad unions gained from Congress a guarantee that Railroad Retirement would never provide less in monthly benefits than Social Security. In fact, Railroad Retirement today pays considerably more than Social Security – the additional cost borne entirely by railroads and their workers.

For Railroad Retirement Tier I, the payroll taxes on employers and workers are the same as for Social Security, but Tier I allows railroaders with at least 30 years of service to retire at age 60 with full benefits for themselves and their spouses. The cost of early retirement is funded by Tier II payroll taxes, which also fund

Railroad Retirement pays more than Social Security, thanks to carrier and employee contributions

The average Railroad Retirement benefit paid current retirees is some \$1,700 more monthly than paid to

Retirement, visit the Railroad Retirement Board website at www.rrb.gov.



Mike Futhey, International President
president@utu.org

Arty Martin, Assistant President
asstpres@utu.org

Kim Thompson, General Secretary and Treasurer
gst@utu.org

James Stem, National Legislative Director
jamesastem@aol.com

Contact the UTU:

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

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

Railroad growth fueled bus line growth

The relationship between railroads and bus companies has a long history not known by many UTU members.

Beginning in the early part of the 20th century, railroads began acquiring or creating infant bus lines to extend their passenger networks to where rails didn't reach.

In 1926, Great Northern Railway (now part of BNSF) acquired control of a Minnesota bus line that had begun earlier in Hibbing with a seven-passenger Hupmobile whose capacity was actually 18 as passen-



By Calvin Studivant Alternate Vice President - Bus Department

- Baltimore & Ohio (now part of CSX) operated West Virginia Transportation, which became a Greyhound brand;
- Great Northern (now part of

- Richmond, Fredericksburg & Potomac (now part of CSX) operated Richmond Greyhound;

- St. Louis Southwestern (now part of Union Pacific) operated Southwestern Greyhound;

- Southern Pacific (now part of Union Pacific) operated Pacific Greyhound;

(all now both part of BNSF) and Denver & Rio Grande Western (now part of Union Pacific) – created the National Trailways System as a competitor to Greyhound.

By the 1960s, railroads had sold off their interests in bus lines.

However, when railroads turned over their rail-passenger operations to the federally owned Amtrak, Amtrak became a partner with many bus lines across the nation.

Today, many Amtrak tickets include onward transportation via bus from Amtrak stations to cities not on the Amtrak route system.

And in some cities, publicly owned transportation companies

Railroads acquired or created bus lines to extend their passenger networks

gers often stood on running boards and sat on fenders.

The Los Angeles County Metropolitan Transportation Authority bus operation, where the UTU represents workers, traces its origin to early bus operations of Southern Pacific (now part of Union Pacific) and its former Pacific Electric subsidiary.

In fact, the formation of the Greyhound and Trailways brands began with railroad ownership:

BNSF) operated Northland Greyhound;

- New York Central (now part of CSX) operated Central Greyhound;

- New York, New Haven & Hartford (later part of Conrail, which was split between CSX and Norfolk Southern) operated New England Greyhound;

- Pennsylvania Railroad (now part of Norfolk Southern) operated Pennsylvania Greyhound;

When Amtrak was created, it became a partner with many of the nation's bus lines

- Union Pacific operated Union Pacific Stages, which became Overland Greyhound.

As the Greyhound system grew, other railroads – Atchison, Topeka & Santa Fe, Chicago Burlington & Quincy, and St. Louis-San Francisco

now operate bus and commuter rail service, such as the Southeastern Pennsylvania Transportation Authority, where the UTU has representation on the railroad and a portion of the bus/trolley operation outside Philadelphia.

State Watch

News from UTU State Legislative Boards

District of Columbia



Left to right are John Whelan, Willie Bates, John Risch and Samantha Royster-Cunningham.

The District of Columbia legislative board held its quadrennial meeting in March at the UTU's national legislative offices. **Willie Bates** was re-elected as the district legislative director. **John Whelan** (Local 1522, Washington) was elected assistant director and **Samantha Royster-Cunningham** (Local 1933, Washington) was elected alternate director and secretary.

The board was given an extensive whistleblower-protection presentation by UTU Designated Legal Counsel P. Matthew Darby. Alternate National Legislative Director John Risch gave the board training on what must be done to make the UTU the most active political team in the country.

"I think, because the members of this board are completely made up of Amtrak employees, every member should contribute to the UTU PAC," Bates said. "Our contributions will assure our position as one the most influential PACs in the transportation industry."

"We must be vigilant in making sure our members are informed, educated, technologically advanced and devoted to this great union," Bates said. "This board will strive to be the sterling example of leadership, mentorship, counseling and teaching of all members."

DONATE TO UTU PAC!



IT DOESN'T COST, IT PAYS!

Regional meetings

Continued from page 1

will bring members up to date on the union's many organizing initiatives;

- **For bus members, representatives from the Federal Mediation and Conciliation Services will present a workshop** on improving mediation and arbitration skills. Other bus workshops also will be offered;

- **Numerous workshops will be presented to enhance the skills of local officers**, including chairpersons, presidents and secretary & treasurers;

- **UTU designated legal counsel will talk about benefits provided workers covered by the Railway Labor Act;**

- **Have questions about positive train control?** A panel of experts versed on the subject will give a presentation and answer all inquiries;

- **Interested in the activities of the UTU Auxiliary?** Auxiliary officials will hold a two-part workshop on the many benefits of membership;

- **Representatives from most health & welfare program providers** (UnitedHealthcare, Medco, MetLife, Aetna, Highmark BCBS and OptumHealth) attend the UTU regional meetings, and can answer your questions. They are also holding a workshop to discuss changes in the administration of the health & welfare plans as a result of the changes contained in the 2011 national rail agreement.

Iowa



Left to right are Assistant State Legislative Director **Bill Backoff**; Iowa State Rep. Mark Smith (Marshalltown); State Rep. Chris Hall (Sioux City); Iowa Legislative Board Chairperson **Jim Sandman**; Iowa Legislative Board Vice Chairperson **Steve Craig**; Iowa House of Representatives Democratic Minority Leader Kevin McCarthy (Des Moines); retired Iowa House Democratic Leader Dave Schrader, and former State Legislative Director **Pat Hendricks**.

Members of the Iowa state legislative board recently met with state lawmakers to lobby for railroad workplace safety. "Bills are being considered by the legislature that the UTU supports, including those mandating safe walkways in rail yards, legislation on close-clearance conditions near tracks, FRA-suggested motor vehicle enforcement regulations at grade crossings and funding for passenger rail," former State Legislative Director Pat Hendricks said.

"UTU was instrumental in passage of legislation, which provides that, in any situation where a driver is required to stop or proceed with caution when given warning of an approaching railroad train, or is required to stop or be alert for an approaching railroad train, the requirement also applies in the case of approaching railroad track equipment. Gov. Terry Branstad signed the bill into law on March 30, 2012, in good part due to UTU activism," Hendricks said.

Missouri



The Missouri state legislative board. State Legislative Director Ken Menges is center, with red tie. National Legislative Director James Stem is far right.

The Missouri state legislative board recently held its quadrennial reorganization meeting. State Legislative Director **Ken Menges** (Local 933, Jefferson City) was re-elected by acclamation to the post for a second term.

Other elections to the executive board included **Jason Hayden** (Local 1405, St. Louis) as assistant state director; **Gerald Wohlgemuth** (Local 226, Moberly) as chairperson; **Chris Skaggs** (Local 607, Thayer) as secretary; **Curt Jones** (Local 5, Kansas City) as vice chairperson; **Delayne Wilson** (Local 349, Kansas City) as alternate secretary, and **Brian Grandgenett** (Local 1403) as alternate vice chairperson.

The board also heard speakers and received training from the FRA, OSHA, UnitedHealthcare, AFL-CIO, the Railroad Retirement Board, UTU Auxiliary, and numerous members of the UTU designated legal counsel. "There were also several training and informational presentations from members of the legislative board," Menges said.

Retiring yardmasters: Get your enrollment form

UTU-member yardmasters nearing retirement who would like to maintain their current connection with Minnesota Life to retain a supplemental \$2,000 life insurance benefit should contact the Yardmaster Department at the UTU International office to obtain an enrollment form.

Contact the UTU International by calling (216) 228-9400, or by email to c_mcgint@utu.org.

Along with the enrollment form, members must remit a one-time \$20 charge to Minnesota Life to retain the coverage. The charge is required by Minnesota Life due to its contract with participating railroads.

The policy provides yardmasters who retired

on or after Nov. 1, 1979, with a supplemental \$2,000 life insurance benefit.

To retain the coverage, send the form, along with a check made payable to "Minnesota Life Insurance" in the amount of \$20 to: United Transportation Union, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333

Upon receipt, UTU will certify your continued coverage and forward the check to the insurance company with your enrollment information.

On the form, please include the name of railroad, the last date worked, your date of birth, your Social Security number and the date you applied for your retirement annuity.

The UTU wants you to return home in one piece

If family outings, sports activities, vacations and a well-earned and secure retirement are important to us, then arriving home from work each day in one piece is a prerequisite.

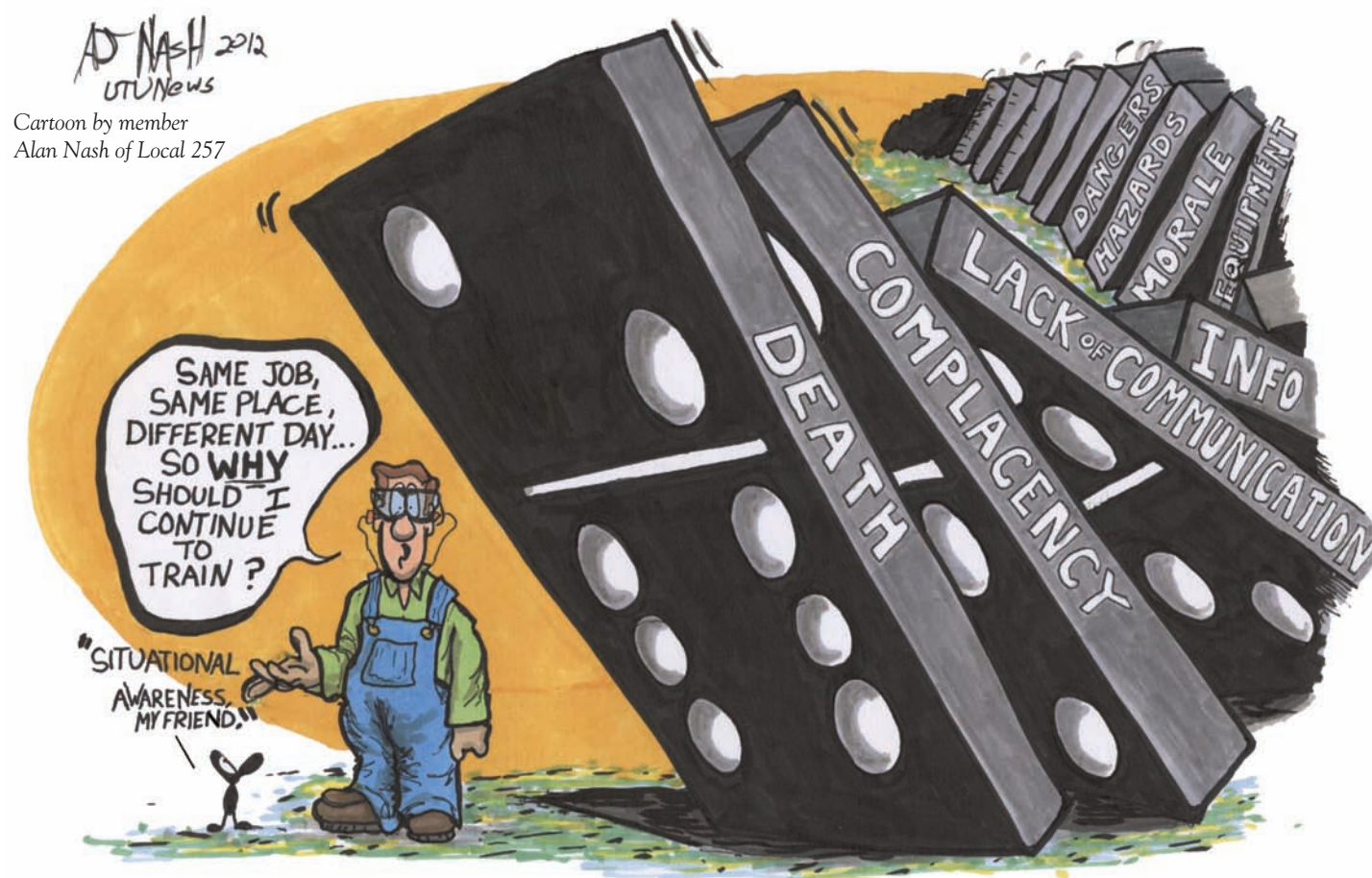
The challenge is especially severe for railroaders, whose workplace environment is among the most dangerous in America – where injuries are not defined as sprains, strains, cuts and scrapes, but rather career-ending wounds and even death.

Workplace dangers also lurk for airline and bus members, and the UTU is on the front lines to improve bus construction, reduce the causes of worker fatigue and increase training in how to handle unruly passengers.

Added to workplace safety risks is the increasing risk of domestic and international terrorism. Here, too, the UTU has been working with federal agencies and carriers to create training programs to help its members identify dangerous situations and create clearly defined lines of communication to supervisors and law enforcement.

Situational awareness is at the core of an injury-free career – using job briefings, communication with fellow workers and your own eyes and ears to be continually aware of what is happening around you.

Unless you have the ability to perceive what is within your environment, comprehend what cues or patterns represent a danger, or understand how to project what will occur from an action or no action, you are vulnerable.



Cartoon by member Alan Nash of Local 257

SOFA works to reduce rail accidents

Working in a railroad switching yard requires the most heightened situational awareness. Rail yards are the scene of dozens of career-ending injuries annually, and far more fatalities than any of us care to count.

To combat these horrible yard accidents, the Switching Operations Fatalities Analysis (SOFA) Working Group was formed in 1998. SOFA is a peer review group comprised of representatives from labor, management and the FRA, all collaborating to bring railroaders home in one piece.

SOFA's five lifesaving tips that can save your career and life:

- Secure all equipment before action is taken.
- Protect against moving equipment.
- Discuss safety at the beginning of a job or when work changes.
- Communicate before action is taken.
- Mentor less experienced employees to perform service safely.

Periodically, the SOFA group issues advisories related to inexperienced employees, close clearances, industrial track hazards, job briefings and mainline train hazards.

The UTU is represented in the SOFA group by Minnesota State Legislative Director Phil Qualy and Kansas State Legislative Director Ty Dragoon.



Ty Dragoon



Phil Qualy

Situational awareness is a state of mind that includes teamwork, communication and uninterrupted attention to the task at hand.

Close-call reporting project increases workplace safety



John Previsich

UTU International Vice President **John Previsich** spearheads a Confidential Close Call Reporting Project (C³RS) being tested with carrier and FRA involvement on four rail properties in conjunction with the FRA.

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

All C³RS reports by employees are collected anonymously and kept confidential. With names and locations masked, 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 carrier operating rules, and 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.

Pilot projects are underway on Amtrak, Canadian Pacific, New Jersey Transit and Union Pacific.

In reviewing C³RS pilot projects, the FRA confirmed a significant reduction in personal injuries, a significant reduction in discipline and improved culture and labor/management relationship, and a good improvement in cars moved between incidents.

When NTSB investigators head to a major rail accident, the TST coordinator immediately assigns one or more TST members, who meet NTSB investigators at the scene.

Although the NTSB does not possess regulatory authority, its recommendations carry significant weight with Congress and federal agencies that do regulate transportation safety.

improving safety. TST members are pledged to remain neutral while assisting NTSB investigators.

When NTSB investigators head to a major rail accident, the TST coordinator immediately assigns one or more TST members, who meet NTSB investigators at the scene.

Although the NTSB does not possess regulatory authority, its recommendations carry significant weight with Congress and federal agencies that do regulate transportation safety.

UTU Transportation Safety Team ready to assist

Accidents happen. A most effective means of preventing a repeat is to understand the cause. The UTU Transportation Safety Team (TST) works with the National Transportation Safety Board (NTSB) in helping federal investigators ascertain factual data relating to major accidents.

The 14 members of the TST are appointed by the UTU International president based on knowledge of operating rules and understanding of general railroad operations, train movement and dispatching. Their sole purpose is to assist NTSB investigators in fact-finding, with the NTSB itself making all determinations as to accident causes and recommendations for

improving safety. TST members are pledged to remain neutral while assisting NTSB investigators.

When NTSB investigators head to a major rail accident, the TST coordinator immediately assigns one or more TST members, who meet NTSB investigators at the scene.

Although the NTSB does not possess regulatory authority, its recommendations carry significant weight with Congress and federal agencies that do regulate transportation safety.



Nile Drago
Coordinator
Local 1503
Marysville, Kan.



James Herndon
Local 565
Centralia, Ill.



Steve Dawson
Local 811
San Bernardino, Calif.



John England
Local 1674,
Los Angeles



Greg Hynes
Local 1081,
Glendale, Ariz.



Greg Boam
Local 471,
Eugene, Ore.



Jerry Gibson
Local 313,
Grand Rapids, Mich.



Andres Trujillo
Local 1138,
Miami



Larry Kasekamp
Local 600,
Cumberland, Md.



John Dunn
Local 756,
San Antonio



Willie Bates
Local 1933,
Washington



Ken Edwards
Local 744,
Frankfort, Ind.



Bob Guy
Local 234,
Bloomington, Ill.



B.J. Shillingstad
Local 64,
Huron, S.D.

Go to www.utu.org or more safety information

For more information on workplace and worker safety, go to www.utu.org and click on "Safety" at the top of the UTU home page. Subjects covered include the cellphone ban, hours-of-service rules, conductor certification, drug and alcohol testing, close-call programs and links to various FRA and NTSB safety web pages.

UTU working with Amtrak to train on-board employees



Bruce Feltmeyer

On Amtrak, the UTU is working with the carrier in training front-line employees – conductors, assistant conductors, engineers, lead service attendants and on-board service employees – to deal with potential incidents aboard trains, in stations and on platforms. Included is a training manual developed by UTU International employee **Bruce Feltmeyer**.

"In preparation, the UTU worked with Amtrak police, employee surveys and feedback from UTU regional meeting workshops to determine the most prevalent problems, which were translated, through training exercises, into techniques for understanding and dealing with unruly passengers," Feltmeyer said.



Report your safety concerns; you are protected from retaliation

A recent survey (scientific sampling) among UTU members revealed that some 60 percent are "reluctant" to report unsafe issues or concerns for fear of being disciplined by management.

The Implementing Recommendations of the 9/11 Commission Act of 2007 amended railroad safety laws to provide whistleblower protection to

workers retaliated against for reporting unsafe workplace issues or an injury or illness requiring medical attention. The law now also requires that injured workers receive prompt medical attention, and prohibits carrier intimidation and harassment of injured workers.

The Occupational Safety and Health Administration (OSHA) recently fined a number of railroads for violation of this law and ordered targeted workers reinstated with back pay and other monetary reparations.

A rail employee may file a whistleblower complaint directly with OSHA, or contact a UTU designated legal counsel, general chairperson or state legislative director for assistance.



UTU Rail Safety Task Force works to lessen risks

Identifying and communicating "best practices" is an effective workplace safety tool. That is the role of the UTU Rail Safety Task Force, which was created by UTU International President Mike Futhey.

Periodically, the task force creates action alerts aimed at reducing risks while on the job. Among the action alerts was advice on restricted locomotive speeds, special bans on use of electronic devices, recognizing potential terrorist threats, and reporting instances of carrier intimidation and harassment.



Greg Hynes



Steve Evans



Jerry Gibson

The task force coordinates its activities with the Transportation Safety Team, the Switching Operations Fatality Analysis (SOFA) Working Group, state legislative directors and general chairpersons, and solicits concerns of members that are communicated to the FRA for further action in developing best practices through FRA advisories and regulations.

Members of the Rail Safety Task Force are Arizona State Legislative Director **Greg Hynes**, Arkansas State Legislative Director **Steve Evans**, and Michigan State Legislative Director **Jerry Gibson**.

UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Retiree gets UTU logo tattoo

Admiration for UTU by Alumni Association member **Gary Wendel** is skin deep, literally.

To celebrate his retirement from years of union and railroad service, Wendel went to a tattoo parlor in Fargo, N.D., and had the UTU logo tattooed onto his left arm.

"I gave them a big UTU sticker and said, 'Here, I want this put on my arm,'" Wendel said. An hour and a half, and \$100, later, the deed was done.

Wendel, of Local 980 in Enderlin, N.D., started his railroad career in 1978 on Soo Line (now part of CP Rail) in Fond du Lac, Wis., as a brakeman. He was transferred by Soo Line to Iowa and worked there for nine years before being transferred to North Dakota.

"I was local chairperson for 20 years in three different places," he said. "I also was a delegate to five UTU conventions. I was a dollar-a-day contributor to UTU PAC. I have all my insurance with the UTUIA. The UTU has made a big difference in my life. You could say the UTU is in my blood, and also under my skin."

"Now, every time I go to a meeting of my local, I have to show everybody my tattoo," he said.

"I enjoyed working for the union a lot more than I enjoyed working for the railroad," he said. "I won more investigations than just about anybody else on Soo, so they were happy to see me retire."



Retired local chairperson Gary Wendel shows off his UTU logo tattoo.

RRB phasing out paper pension checks

Starting next year, the federal government, which issues 73 million payments a month, is phasing out paper checks for all benefit programs, requiring people to get payments electronically, either through direct deposit or a debit card for those without a bank account.

The changes will affect people who receive Railroad Retirement, Social Security, veterans' benefits and federal disability payments.

About 90 percent of people who receive federal benefits already receive their payments electronically, the Treasury Department says. New beneficiaries were required to obtain payments electronically starting last year, and with a few exceptions, the rest will have to make the switch by March 2013.

Electronic payments are safer and more efficient than paper checks; in 2010, more than 540,000 federal benefit checks were reported lost or stolen. The switch will save the government about \$120 million a year. Social Security will save \$1 billion over the next decade, according to the Treasury Department.

The switch is mandated by a Treasury rule issued in December 2010. Since then, the department has worked to educate the public. The government has created a website, www.GoDirect.org and a toll-free phone number, (800) 333-1795, to call for assistance.

Under the Treasury rule, current beneficiaries who are 90 and older won't be required to make the switch. People can obtain a waiver if using a debit card would impose a hardship, but the Treasury Department says those would be "extreme, rare circumstances."

These waivers are not well publicized on the government's website.

There are no fees for using the debit card to make purchases. They can be used at any retailer that accepts MasterCard debit cards. If a card is lost or stolen, the beneficiary is protected from unauthorized use as long as the missing card is reported promptly.

UTU offers fall foliage cruise

UTU Alumni Association members: Get ready to shove off on a cruise excursion of a lifetime.

Landfall Travel, the UTU's official travel provider, has arranged a seven-day voyage on Princess Cruise's Caribbean Princess north along the Eastern seaboard of the U.S and Canada, departing from New York City Sept. 29. Ports of call include Newport, R.I.; Boston; Bar Harbor, Maine; St. John, New Brunswick, and Halifax, Nova Scotia.

Throughout your journey you will be treated to freshly prepared cuisine, great service and the many amenities for which Princess Cruise Lines is famous.

Prices start at \$899 per person based on double occupancy. Air fare, taxes and certain other fees are extra.

You do not need to be a member of the UTU Alumni Association to take advantage of this offer. For more details, contact Landfall at (800) 835-9233 or see 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
18	Loeffler, Delmar C.	El Paso, Texas	656	Eaves, Thomas D.	Little Rock, Ark.	1393	Hartwig, Albert E.	Buffalo, N.Y.
72	Coston, George W.	Battle Creek, Mich.	663	Green, James W.	Cumberland Center, Maine	1393	Pukalo, John	Orchard Park, N.Y.
145	Ford, David L.	Pound Ridge, N.Y.	706	Woodford, Sherril B.	Huddleston, Va.	1397	Parry, John P.	Logan, Ohio
195	Weber, James L.	Rio, Ill.	774	Cyphers, James E.	Concordia, Kan.	1445	Abromitis, John H.	Hackettstown, N.J.
200	Dirksen, Lawrence G.	North Platte, Neb.	792	Ferrell Jr., Raymond G.	North Ridgeville, Ohio	1501	Clayton, Earnest L.	Port Allen, La.
204	Montoya, Sam R.	Pueblo, Colo.	794	Bales, Elwynn E.	Wellington, Kan.	1518	Ayers, Herman S.	Clear Creek, Ind.
212	Brandon Sr., Gordon A.	Albany, N.Y.	811	Shaddox Jr., Floyd	Loma Linda, Calif.	1525	Liles, Robert E.	Thompsonville, Ill.
239	Wilson, Charles O.	Antioch, Calif.	898	Haley Jr., John F.	Palm Bay, Fla.	1544	Eckerd Jr., Robert D.	Fischer, Texas
298	Miller, Orland J.	Wolcottville, Ind.	965	Scott, Dan O.	Hickory Creek, Tenn.	1558	Price, Robert G.	Covington Township, Pa.
298	Ramos, Elic	Fort Wayne, Ind.	1031	Barbee, James P.	Savannah, Ga.	1570	Berg, Wesley P.	Orangevale, Calif.
316	Myers, Roland F.	Boone, Iowa	1043	Fitzgerald, John A.	Sparks, Nev.	1597	Roddy, Edward J.	New Lenox, Ill.
318	Kohl, Henry J.	Northumberland, Pa.	1074	Davis, James W.	Rochester, Pa.	1620	Walters, Donald R.	Elkhart, Ind.
322	Eliopulos, George	Waterford, Wis.	1074	Horrell, William R.	Belle Vernon, Pa.	1628	Brown, William V.	Kennesaw, Ga.
464	Schandorf, Dennis W.	Camargo, Okla.	1168	Salazar, William	Raton, N.M.	1628	Olson, Ernest R.	Pittsburgh, Pa.
490	Weitkamp, Ray I.	Jasper, Ind.	1175	Tessier, Lawrence D.	Duluth, Minn.	1732	Leale, L.M.	San Jose, Calif.
498	Miller, Barnett W.	Pottstown, Pa.	1201	Drew, Charles H.	Pasadena, Calif.	1800	Adams, Robert J.	San Manuel, Ariz.
535	Crouch Jr., Wyman O.	McDonough, Ga.	1202	Walsh, Bernard E.	Englewood, Fla.	1883	Meyers, Harry F.	Chicago Heights, Ill.
596	Brown, Charles M.	Butler, Pa.	1328	Shipp, David W.	North Myrtle Beach, S.C.	1962	Keathley, Walker	Ashland, Ky.
605	Flohr, William R.	Thornton, W. Va.	1374	Monyak, John P.	Pittsburgh, Pa.	1962	Stark, Robert L.	Carp Lake, Mich.
607	Decker, Amon T.	Thayer, Mo.	1377	Tackett, Orville C.	Flatwoods, Ky.			
645	Gonser, Conrad E.	Fort Mill, S.C.	1390	Lawler, Thomas B.	Smithtown, N.Y.			



Why buy life insurance from UTUIA?

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



Life insurance is not just for funeral costs anymore. 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.

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

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
Telephone number with area code	ZIP	Sex <input type="checkbox"/> Male <input type="checkbox"/> Female

Complete and mail to: UTUIA Sales Dept., 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333 05/12

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 policyholders, their sons, daughters and grandchildren.

- District 1**
Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont
Eric T. Rohan, grandson of Samuel J. Nasca of Local 318, Hornell, N.Y.; **Jessica A. Quinn**, granddaughter of Avido R. Quinn of Local 645, Babylon, N.Y.; **Grace A. Crandall**, granddaughter of Richard A. Cooney of Local 1, Buffalo, N.Y.; **Lindsey A. Farren**, granddaughter of Charles J. Farren of Local 1393, East Buffalo, N.Y.
- District 2**
Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania
Michael Gannon Jr., son of Michael Gannon of Local 60, Newark, N.J.; **Brandy A. Fronte**, granddaughter of Lewis S. Long of Local 816, Harrisburg, Pa.; **Cassidy J. Strickler**, daughter of David A. Strickler of Local 1374, New Castle, Pa.; **Victoria E. Arnao**, daughter of Francis M. Arnao of Local 1390, Trenton, N.J.
- District 3**
Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia
Brittney S. Davis, daughter of Ben C. Davis of Local 1221, Tampa, Fla.; **Robert C. Stanley**, grandson of Robert E. Stanley of Local 1386, Parkersburg, W. Va.; **Corey B. Brown**, son of David G. Brown of Local 1261, Atlanta; **Lilah M. Phillips**, daughter of David W. Phillips of Local 363, Roanoke, Va.; **Samuel V. Ballard**, grandson of Sam R. Ballard Jr. of Local 1011, Hamlet, N.C.; **Robert Harrison**, grandson of George M. Sturgill of Local 376, Louisville, Ky.; **Ocie L. Ruffin IV**, son of Ocie L. Ruffin III of Local 48, Norfolk, Va.; **Todd J. Amos**, grandson of Claude W. Amos of Local 598, Mobile, Ala.; **Amy E. Rushing**, granddaughter of Billy J. Rushing of Local 785, Paducah, Ky.; **Colburn A. Greathouse**, grandson of Robert L. Greathouse Jr. of Local 605, Grafton, W. Va.
- District 4**
Indiana, Michigan, Ohio
Kyler W. Brumley, grandson of Fred N. Brumley of Local 1548, Indianapolis; **Justin A. Miller**, grandson of Joseph W. Wagner of Local 2, Toledo, Ohio; **Ashlyn C. Chambers**, daughter of Greg Hale of Local 194, Elkhart, Ind.; **Erika R. Becker**, granddaughter of Francis C. Brewer of Local 744, Frankfort, Ind.; **Brian D. Huebner**, grandson of Lee D. Contois of Local 886, Marquette, Mich.
- District 5**
Illinois, Wisconsin
Joseph M. Hofbauer, son of Mark D. Hofbauer of Local 322, Milwaukee; **Corie A. O'Brien**, daughter of John D.

- District 6**
Arkansas, Louisiana, Oklahoma, Texas
Amber N. Nokes, granddaughter of Charles D. Gassaway of Local 656, North Little Rock, Ark.; **Jacob J. Garcia**, son of James C. Garcia of Local 489, San Antonio; **Hannah K. Whitener**, granddaughter of Samuel M. Whitener of Local 462, Pine Bluff, Ark.; **Jessica L. Bordelon**, daughter of Stephen A. Bordelon of Local 1337, New Orleans; **Heather A. Price**, granddaughter of Charles L. Price of Local 894, Tulsa, Okla.
- District 7**
Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota
Kiley M. Schwarz, daughter of Kent A. Schwarz of Local 1503, Marysville, Kan.; **Rochelle M. Gronseth**, granddaughter of Eugene L. Binnebose of Local 1177, Willmar, Minn.; **Alexandra R. Baughman**, granddaughter of Melvin C. Baughman of Local 464, Arkansas City, Kan.; **Lauren E. Pasquith**, granddaughter of Edgar W. Fisher of Local 412, Kansas City, Kan.; **Christopher L. Berry**, grandson of David E. Duvall of Local 303, Springfield, Mo.; **Trace N. Thompson**, grandson of Robert E. Sparks of Local 7, North Platte, Neb.
- District 8**
Arizona, California, Colorado, Nevada, New Mexico, Utah
Steven D. Harfield, grandson of Larry A. Parker of Local 771, Needles, Calif.; **Jacob M. Bechtol**, son of Logan W. Bechtol of Local 1674, Los Angeles; **Ayla S. Ybarra**, daughter of Eric A. Ybarra of Local 113, Winslow, Ariz.; **Stephen R. Bellendir**, grandson of Nicholas A. Covell of Local 1136, Sterling, Colo.; **Emily M. Kent**, granddaughter of Alvin B. Simpkins of Local 1043, Sparks, Nev.; **Kiffanie E. Binkley**, daughter of Kevin K. Binkley of Local 500, Grand Junction, Col.; **Breanne A. Olsen**, granddaughter of Daniel W. Olsen of Local 1043, Sparks, Nev.; **Austin T. Pectol**, son of G. Troy Pectol of Local 1366, Salt Lake City; **Erin E. Alva**, daughter of Arthur D. Alva of Local 1607, Los Angeles.
- District 9**
Alaska, Idaho, Montana, Oregon, Washington, Wyoming
Elizabeth L. Drew, granddaughter of William E. Drew of Local 891, Whitefish, Mont.; **Elizabeth M. Webb**, daughter of Matthew T. Webb of Local 324, Seattle; **Annie Madsen**, daughter of David H. Madsen of Local 78, Pocatello, Idaho.



Railroad profits jump in first quarter



CANADIAN NATIONAL

Profit increase 16%
(1Q 2011 vs. 1Q 2012)
Operating ratio 66.2%
(1Q 2012)

Canadian National reported a 16 percent increase in profit for the first quarter 2012 versus first quarter 2011, saying its bottom line was helped by a mild winter and improved economic conditions.

CN's first quarter 2012 operating ratio of 66.2 percent was almost three percentage points better than its 69.0 operating ratio for the first quarter 2011.

CN is primarily a Canadian railroad. Its U.S. holdings include what were formerly Detroit, Toledo & Ironton; Elgin, Joliet & Eastern; Grand Trunk Western; Illinois Central; and Wisconsin Central.



KANSAS CITY SOUTHERN

Profit increase 17%
(1Q 2011 vs. 1Q 2012)
Operating ratio 71.2%
(1Q 2012)

Kansas City Southern reported a 17 percent improvement in profit for the first quarter 2012 versus first quarter 2011, with the railroad citing "robust" intermodal and automotive traffic along with "growing cross-border traffic with Mexico."

KCS's first quarter 2012 operating ratio of 71.2 was 2.6 percentage points improved from its operating ratio for the first quarter 2011.

KCS operates some 3,500 route miles in 10 states in the Central and South-Central U.S., as well as Kansas City Southern de Mexico, a primary Mexican rail line.



CANADIAN PACIFIC

Profit increase 318%
(1Q 2011 vs. 1Q 2012)
Operating ratio 80.1%
(1Q 2012)

Canadian Pacific reported a 318 percent increase in profit for the first quarter 2012 versus first quarter 2011.

The key was a more than 10 percentage point improvement in CP's operating ratio, which fell to 80.1 percent for the first quarter 2012, down from 90.6 for the first quarter 2011.

Canadian Pacific is primarily a Canadian railroad. Its U.S. holdings include Class I Soo Line and regional railroad Delaware & Hudson.



NORFOLK SOUTHERN

Profit increase 26%
(1Q 2011 vs. 1Q 2012)
Operating ratio 73.3%
(1Q 2012)

Norfolk Southern reported a 26 percent improvement in profit for the first quarter 2012 versus first quarter 2011, citing pricing strength and an increase in intermodal traffic that offset a 6 percent reduction in coal traffic.

NS's first quarter 2012 operating ratio of 73.3 was improved from the 74.9 percent operating ratio for first quarter 2011.

Norfolk Southern operates some 20,000 route miles in 22 states and the District of Columbia



CSX

Profit increase 14%
(1Q 2011 vs. 1Q 2012)
Operating ratio 71.1%
(1Q 2012)

Even with sharply reduced coal loadings, CSX reported a 14 percent increase in profit for the first-quarter 2012 versus first-quarter 2011. CSX credited price hikes and increased shipments of automobiles, metals and intermodal (trailers and containers on flatcars) as the reason.

CSX said coal loadings for the quarter were down 14 percent, but automobile and auto-related traffic rose 18 percent.

The CSX first-quarter 2012 operating ratio of 71.1 percent was a record for the first quarter.

CSX operates some 21,000 route miles in 23 states and the District of Columbia.



UNION PACIFIC

Profit increase 35%
(1Q 2011 vs. 1Q 2012)
Operating ratio 70.5%
(1Q 2012)

Union Pacific reported a 35 percent improvement in profit for the first quarter 2012 versus first quarter 2011, with the railroad citing a 15 percent increase in shipments of automobiles and gains in the number of carloads of other industrial products that offset dampening demand for coal transport.

UP's first quarter 2012 operating ratio of 70.5 was 4.2 percentage points better than for the first quarter 2011.

Union Pacific operates some 32,000 route miles in 23 states in the western two-thirds of the U.S.

Operating ratio is a railroad's operating expenses expressed as a percentage of operating revenue, and is considered by economists to be the basic measure of carrier profitability. The lower the operating ratio, the more efficient the railroad.



BNSF is privately held. It does not regularly report its quarterly financial results.

United Transportation Union 2012 budget

Pursuant to Article 19 of the UTU Constitution, below is the 2012 budget for the United Transportation Union.

International funds	Jan. 1, 2012 <i>(valued in U.S. dollars)</i>	Receipts and other additions	Disbursements and other deductions	Dec. 31, 2012 <i>(projected)</i>
General Fund	\$930,321	\$35,758,222	\$ (35,067,159)	\$1,621,384
Education and Training Fund	3,175,314	773,626	(1,349,735)	2,599,205
Maintenance of Membership Fund	(176,603)	694,931	(511,426)	6,902
Public Relations Fund	180,693	176,349	(31,647)	325,395
Strike Fund	3,502,022	545,292	-	4,047,314
Convention Fund	1,894,674	1,454,112	-	3,348,786
Total International funds	\$9,506,421	\$39,402,532	\$ (36,959,967)	\$11,948,986

United Transportation Union Insurance Association

December 31, 2011; *(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		Liabilities & surplus		Summary of operations	
Cash	\$5,527,242	Policy reserves	\$180,943,520	Income	
Bonds	181,573,026	Other liabilities	8,366,560	Premium income	\$18,426,985
Stocks	18,425,383			Investment income & other	10,356,248
Other invested assets	0	Total liabilities	\$189,310,080	Total income	\$28,783,233
Real estate	2,379,745	Surplus	\$27,591,145	Expenses	
Policy loans	6,503,199			Benefits	\$ (19,219,794)
Accrued interest & other assets	2,492,630	Total liabilities & surplus	\$216,901,225	General expenses	(7,626,152)
Total assets	\$216,901,225			Total expenses	\$ (26,845,946)
				Operating gain (loss)	\$1,937,287
				Realized capital gain	7,366
				Net gain (loss)	\$1,944,653



Get ready for the 2012 regional meetings

The 2012 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 regional meeting registration and hotel information, as well as web links to make hotel reservations online, can be accessed by visiting www.utu.org and clicking on the “Meetings” box.

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 on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by June 4 for the Portland meeting or by July 9 for the Memphis meeting or the registrant will be charged an on-site registration fee of \$200.

The pre-registration fee for the 2012 regional meetings is \$150 per member, spouse or child over age 11, the same fee charged the last five years. Additional fees apply for the golf outings. You must make your own room reservations, and certain deadlines apply.

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.

You may cancel your meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Call the International at (216) 228-9400 or email k_cashin@utu.org immediately regarding any changes or cancellations.

Portland, Ore., June 18-20:
Hilton Portland Hotel, 921 S.W. Sixth Ave., Portland, OR 97204-1202, www.portland.hilton.com
Reservations: (800) 445-8667 toll free; (503) 226-1611 direct; reservation code: UTU
Room rate: \$139 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability.
Parking: \$27/day valet; \$18/day self park
Golf outing: The regional meeting golf outing will take place Sunday, June 17, at the Reserve Vineyards and Golf Club in Aloha, Ore. The cost is \$80 per golfer, which includes golf, lunch and more.

Memphis, Tenn., July 23-25:
The Peabody Memphis, 149 Union Ave., Memphis, TN 38103 97204-1202, www.peabodymemphis.com
Reservations: (800) PEABODY toll free; (901) 529-4000 direct; reservation code: 721939.
Room rate: \$134 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability.
Reservation deadline: June 18, or until all rooms being held for the UTU are reserved.
Parking: \$15/day valet; \$10/day self park
Golf outing: The regional meeting golf outing will take place Sunday, July 22, at Mirimichi in Millington, Tenn. The cost is \$80 per golfer, which includes golf, lunch and more.

Spouse tours, discounts

At the Portland regional meeting, the UTU is offering a tour of the Columbia River Gorge and a city tour, and at the Memphis regional meeting a tour of Graceland and the National Civil Rights Museum. The union also has arranged discounts on airfare and rental cars at both locations. Go to the “meetings” page of www.utu.org for 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 4 for the Portland meeting and by July 9 for the Memphis meeting for all members, spouses and guests to be considered pre-registered.

Which regional meeting will you be attending? ☐ Portland ☐ Memphis

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 ☐ Portland ☐ Memphis

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/tour per registered spouse; \$75/tour per unregistered spouse)

Child registration ☐ Portland ☐ Memphis

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/tour per registered child; \$75/tour per unregistered child) No. attending _____

Guest registration ☐ Portland ☐ Memphis

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/tour per registered guest; \$75/tour per unregistered guest)

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

Golf registration ☐ Portland ☐ Memphis

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 _____

Should additional space be needed, make copies of this form and attach to the original. Make checks or money orders payable in U.S. funds to “UTU Regional Meeting” and mail to UTU Regional Meeting, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333. Persons who do not pre-register for the regional meeting but choose to register at the meeting site will be charged an additional \$50. Space on the tours is limited; reservations are accepted on a first-come, first-served basis.

Published monthly (except for combined months of December/January and July/August) by the UNITED TRANSPORTATION UNION, 24950 COUNTRY CLUB BLVD., SUITE 340, NORTH OLMSTED, OH 44070-5333 • Periodicals postage paid at Cleveland, Ohio, and additional mailing offices • Mike Futhey, International President; Kim Thompson, General Secretary & Treasurer • This publication available on microfilm from National Archive Publishing, P.O. Box 998, Ann Arbor, MI 48106.

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



Periodicals Postage
PAID at Cleveland, Ohio,
and Additional
Mailing Offices



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 Canadian Pacific intermodal/autorack train was taken by **Adrian Doyle**, a member of Local 980, Enderlin, N.D. This westbound train was waiting on the main line for a meet at Emrick, N.D., before heading into Canada.



www.utuia.org

www.utu.org



The Official Publication of the United Transportation Union

Many will see \$2 drop in health care contribution

Some 38,000 UTU members covered under the national rail contract will see a \$2 reduction in their monthly health care contribution effective July 1 and continuing through June 30, 2016.

Health care insurance savings, in part made possible by the 2011 ratified national rail agreement, permitted the UTU and other rail labor organizations to seek the monthly reduction in the member contribution.

The national rail contract, ratified overwhelmingly by members last summer, included a negotiated cap on member contributions, putting that cap at \$200 monthly, while carriers pay more than \$1,401 on behalf of each employee covered under the national rail contract.

Without the negotiated cap on member contributions, the monthly cost to members for health care insurance could escalate to \$355 by the end of the agreement period.

The carriers' health care savings, expected to be real-

ized as a result of the 2011 national rail contract, permitted the \$200 cap to be reduced to \$198 effective July 1, and that lower \$198 monthly cap will continue in force through June 30, 2016.

That \$198 cap, and its length of time in force, is significant, as federal workers, for example, already pay more than \$430 monthly for their family health care plan, and that cost is expected to rise in future years as health care costs generally continue a march upward.

The 2011 national rail contract also caps the family deductible at \$400 annually, and the annual out-of-pocket maximum at \$2,000, compared with a \$700 maximum family deductible for federal workers and a \$5,000 annual out-of-pocket maximum for federal workers.

Many in the private sector face even higher health care costs, while more than 40 million Americans have no health care insurance.



Inside this issue of the *UTU News*:



UTU officer attends NTSB hearing on accident. See page 2.



Illinois members rally against anti-labor governors. See page 3.



UTU works hard to make workplaces, jobs safer. See pages 6 & 7.



UTU retiree Gary Wendel gets UTU tattoo on arm. See page 8.