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UTU News

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The Official Publication of the United Transportation Union

News and Notes

UTU members killed

Two UTU brothers, Henry Salinas and Walter White, were killed recently in separate switching accidents.

Salinas, 43, a member of UTU Local 1381 in Hammond, Ind., was killed Aug. 25 while switching rail cars at the Indiana Harbor Belt yard in Crown Point, Ind. He died about 6:30 a.m. when he was run over by a rail car.

Salinas, a UTU member since 2003, had been married just two months.

White, of Local 1241 in Richmond, Calif., was killed early on the morning Aug. 30 in a switching accident at the BNSF's yard in Stockton, Calif.

According to Local Chairperson Anthony Bojorques Jr., White was riding the side of a rail car being shoved when he struck a tank car on an adjacent track.

White was 50 years old and had only been railroading about two years.

Members ratify contracts

UTU-represented members on both the White Pass & Yukon Route and the Chicago Rail Link have recently ratified new contracts.

The operating employees on Alaska's White Pass & Yukon Route ratified a four-year agreement that includes a year of retroactivity while staving off major rule changes.

Conductors, trainmen and engineers on the Chicago Rail Link overwhelmingly ratified a new five-year agreement, retroactive to January 2005. The carrier, an OmniTrax-owned short-line, provides switching and terminal services over 72 miles of owned and leased track on Chicago's south side.

The new agreement, affecting some 50 operating employees, provides improved wages, benefits and working conditions, including a guaranteed extra board. The UTU represents both sides of the cab on Chicago Rail Link.

UTU International Vice President Carl Vahldick, who assisted in negotiations, praised the hard work, perseverance, attention to detail and dedication of Chicago Rail Link General Chairperson Bob Campbell.

Our local committee put a lot of hard work into this contract, General Chairperson Wade Brown said. Dave Hunz and Matt Taylor did a great job. Very helpful to us, though, was International Vice President Arty Martin, who got involved in March 2006. He spent a lot of time with us and offered guidance that made a big difference.

This team really grew to be skillful negotiators, and their efforts resulted in a contract that truly benefits our fellow UTU members, as well as the railroad, Martin said.

Rail safety update

For the latest developments in rail-safety legislation pending before Congress, including the Federal Railroad Safety Improvement Act of 2007 (H.R. 2095), and to learn how you can assist in the passage of these important measures, log onto www.utu.org.

UTU delegates elect new leadership team



Left to right, Arty Martin, Malcolm B. (Mike) Futhey Jr. and Kim Thompson

HOLLYWOOD, Fla. — **Malcolm B. (Mike) Futhey Jr., Arty Martin and Kim Thompson** have been elected to lead the United Transportation Union into its recently ratified merger creating the International Association of Sheet Metal, Air, Rail and Transportation (SMART) Workers.

Futhey was elected president, Martin was elected assistant president and Thompson was elected general secretary and treasurer (GS&T).

They were elected by more than 560 delegates, representing UTU locals, during UTU's

10th quadrennial convention here at the Westin Diplomat Resort.

Futhey and Martin will take office Jan. 1, the merger's effective date, and lead the SMART Transportation Division. Owing to the retirement of current GS&T **Dan Johnson**, Thompson took office as GS&T on Sept. 1, becoming the SMART Transportation Division's GS&T on Jan. 1.

Futhey received 291 delegate votes, defeating **David Hakey** (191 votes) and **John W.**

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Sullivan calls creation of SMART 'a brave new world of opportunity'

Calling the merger creating SMART on Jan. 1 "a brave new world of opportunity and reward," SMWIA General President **Mike Sullivan** warned also of the "uncomfortable reality that comes with change" and counseled that "no matter how uncomfortable things might be, nothing is as dangerous as doing nothing. In fact, our greatest enemy is the status quo."



Sullivan

Sullivan spoke at the UTU's 10th quadrennial convention in Hollywood, Fla.

He will become general president of SMART on Jan. 1.

SMART's transportation division will be headed by Mike Futhey.

"For far too long, we have stagnated, along with the rest of the labor movement, as we have been slowly overcome by employers who imposed their own version of change upon us," Sullivan said. "While we remained divided and quarreled over our craft differences, the railroad operators created their own bargain-

ing power by consolidating their operations.

"In that time we have been undermined by predator unions and manipulated by the carriers' divide and conquer tactics. Brothers and sisters, we must take charge of the future together, before the future takes charge of us.

"With this merger, we have the opportunity to take advantage of the enhanced economies of scale that come with our combined organization. It will be far easier to negotiate better health plans, stronger pension plans, and more favorable legislation with the strong backing of 230,000 members than with a divided membership of 150,000 or 80,000.

"At its most fundamental level, this merger will systematically enable us to more effectively serve the membership we have sworn to represent. It is no secret that our enhanced bargaining strength will make each of us as union members stronger than if we chose to remain disconnected and weak.

"The struggle we face will be worth every

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Around the UTU

Local 23, Santa Cruz, Calif.

General Chairperson **Bonnie Morr**, who served as the local's delegate to the UTU's 10th quadrennial convention in Hollywood, Fla., expressed her appreciation to all fellow delegates for their service. In a letter to the *UTU News*, Morr wrote: "I saw a real labor union commitment from everyone in the room. Sisters and brothers used their hearts and made tough decisions."

Local 30, Jacksonville, Fla.

Local Chairperson **Andrew D'Egidio** reported that a new tool is available for the local's members – a Web site. Employees of the Tri-County Commuter Rail Authority can now visit www.utu30.org for news and information, contacting local officers and downloading useful forms. The site also features a members-only page with contract and other information. Members should select "Officers" to e-mail D'Egidio for access.

Local 113, Winslow, Ariz.

State Legislative Director **Scott Olson** reports that longtime Local Treasurer and UTUIA Regional Insurance Representative **Bob Olague** died Aug. 29 from a massive heart attack. Olague, former vice chairperson of the Arizona State Legislative Board and a Vietnam veteran, is survived by his wife Gina, son Robert Jr., daughters Bridget and Gina, parents Willie and Betty, and four grandchildren.



He was 63. "Bob was known and respected by all and he will surely be missed," Olson said.

Local 202, Denver, Colo.

State Legislative Director and Delegate **Rick Johnson** was the winner of 12,000 Starpoints at the UTU's convention at the Westin Diplomat last month. The Diplomat notified the UTU that Johnson was randomly selected in a drawing from among the hotel's registered guests. Similar to frequent flyer points that some airlines offer, Starpoints can be redeemed for free lodging, upgrades or other services at Starwood hotels and resorts.

Local 367, Omaha, Neb.

A new Web site can now be found on the Internet for the members of this local employed by the Union Pacific Railroad, according to member **Scott A. Sutherland**. The site, at members.cox.net/utulocal367, is still under construction but provides a wealth of contract and other information.

Local 471, Eugene, Ore.

The members of this Union Pacific local wish a long and prosperous retirement to **Shannon P. Lawlor**, who retired in July. Lawlor, who had 43 years, 11 months and 27 days of service, has held every local position during his tenure, except for the office of local legislative representative, according to Local Chairperson **Greg Boam**.

Local 597, Des Plaines, Ill.

Members of this Union Pacific local held a food drive recently and gathered more than 900 pounds of food and other items for donation to the People's Resource Center in Wheaton, Ill., Local Vice President **Harry Lewis Jr.** said. Last year, 19,216 people received "help for today and hope for tomorrow" through donations of food, clothing and cash for rent assistance. Lewis said he was "very proud of the efforts of his members." For more information about the center, visit the center's Web site at www.peoplesrc.org.



Aubrey Kemp, at left, and Ricardo Rector, on the drums, are joined by bandmate James Atkins Jr. The trio bring a hip-hop/rock sound to the city of Philadelphia.

SEPTA bus operators keep beat on the street

For two bus operators employed by the Southeastern Pennsylvania Transportation Authority (SEPTA), Philadelphia's musical heritage is more than history. It's a way of life.

Aubrey Kemp and **Ricardo "Rick" Rector**, members of Local 1594 in Upper Darby, Pa., both appreciate the wages, as well as the health and welfare benefits, their UTU-represented jobs bring them. But they particularly appreciate having full-time jobs that can support their musical pursuits.

"Music is a good outlet for me," said Rector, a drummer since early grade school. "I don't do it for the money."

By the same token, Kemp, a 47-year-old guitarist, sees himself "still pushing ahead, hoping for the day I can ease out of bus driving."

Rector met Kemp at SEPTA, and together they participate in a trio called 4 Fathers, combining rock with hip-hop influences. But they also worked a stint together for nearly four years as members of a reconstituted version of The Orlons.

Originally formed in the late 1950s and influenced by acts like The Chantels, Ray Charles, and The Moonglows, The Orlons rose to fame with a national hit in 1962, "The Wah-Watusi." Prior to that, they provided back-up vocals on Dee Dee Sharp's "Mashed Potato Time," and in 1963 had hits with "South Street" and "Cross-fire." They also became mainstays of Dick Clark's Caravan of Stars.

After working with The Orlons, Kemp nearly caught a break in another musical project that attracted major label interest, but it didn't quite happen. Instead, his big break came while working for a carpet-cleaning business.

"A customer worked a paratransit job, and I got into doing that for a couple years," Kemp said. "That led me to SEPTA in 1994, where I worked as a light-rail operator for six months before moving over to the bus side. I found I liked working on buses better, even though you have to do some tricky maneuvering through traffic."

Rector, 52, began his SEPTA career in 1982 on the Norristown high-speed lines, working on the trains for 18 years before becoming a bus operator. "It's a great job," Rector said. "I like meeting people every day, and the pay and benefits are good. We were on strike last year, but we came out of it pretty good."

Local 1067, Virginia, Minn.

This local, representing the engineers and trainmen on the Duluth, Winnipeg & Pacific/CN Railway, has started a Web site at www.utulocal1067.org, according to local chairperson for conductors **Steve Moerke**. The site features contact information for local officers, a questions and answers page, contract information, a safety forum and links to a variety of other valuable Web sites.

Local 1168, Clovis, N.M.

Michael Shelley, a conductor for the BNSF Railway, was recognized by the *Clovis News Journal* when he attended a blood drive at a local library. Shelley was featured in an article the newspaper published about the efforts of the United Blood Services of Lubbock, Texas. He happened to be donating blood when the newspaper's reporter visited. Shelley told the reporter he first gave blood when a relative was diagnosed with leukemia years ago, but "I've given over two gallons since then."

Local 1190, Ludlow, Ky.

The members of this Norfolk Southern local offer their best wishes to fellow member and Army Staff Sgt. **Jeff Hammons**, who was scheduled to be redeployed for military service in Iraq in August, according to former UTUIA Field Supervisor **James P. "Pat" Sullivan**. Hammons, who has a wife and two children, had already completed a seven-month tour of duty in Iraq in 2003. Sullivan said Hammons is a member of the Army's 788th Engineering Battalion.

Local 1440, Staten Island, N.Y.

The members of this local at Staten Island are sad to report the death of brother **John "Buddha" Thomas**, according to Local Secretary **Kevin J. Hughes**. "He was a great friend and co-worker for more than 30 years," Hughes wrote. "He will be remembered for his humor and his devotion to the Staten Island Railway. Rest in peace, brother."

Local 1462, Boston, Mass.

Local Treasurer **Dave Bowe** has notified the *UTU News* that locomotive engineer **Chuck Amaru** is trying to raise \$1,000 by participating in the 19th Annual Boston Marathon Jimmy Fund Walk on Sept. 16, 2007. The Boston Marathon Jimmy Fund Walk gives participants the opportunity to follow the course of the 26.2-mile Boston Marathon in honor or memory of friends, family, co-workers and patients facing all forms of cancer. All money raised will be donated to the Dana-Farber Cancer Institute. To contribute, visit Team Amaru's Web page at <http://www.jimmyfundwalk.org/amaruteam?faf=1&e=1198723925>. "It's for a good cause," Bowe said.

Local 1823, St. Louis, Mo.

Members of this Union Pacific local have unveiled a new Web site that includes UTU hub agreements, national agreements, questions and answers about UP's discipline policy, TE&Y pay codes, useful links to other Web sites and contact information for local officers, according to retired member **Norbert Shacklette**. Shacklette notes that the site is a work in progress, but invites all members to take a look. Visit the site at www.utu1823.com.

We need your news!

The *UTU News* needs your input to keep this publication fresh and informative. If you have news about members in your local, local meetings, party or picnic information, local elections or fundraising efforts, we would like to hear about it. Send news items to UTU News, United Transportation Union, 14600 Detroit Ave., Cleveland, OH 44107-4250, or e-mail utunews@utu.org.

AFL-CIO condemns BLET for bad agreements, raiding

The AFL-CIO has voted to “condemn” the Teamsters-affiliated Brotherhood of Locomotive Engineers and Trainmen (BLET) for dividing the labor movement, feeding into the political and bargaining agenda of corporate America, and harming the men and women whom unions are elected to represent and protect.

“The AFL-CIO stands ready to support the UTU in the defense of its membership,” said the House of Labor in an Executive Council statement issued Aug. 8.

Following is the text of the AFL-CIO condemnation of the BLET:

“The labor movement’s success in advancing the interests of working families depends on the unity of the affiliated unions of the AFL-CIO. Historically, the rail unions of the AFL-CIO have supported one another in the halls of Congress and state capitals, and at the bargaining table. This solidarity has produced more than a century of good jobs, workers’ rights, a strong railroad retirement system, and health-care benefits that have protected generations of railroad employees and their families.

“With this as a backdrop, solidarity in rail labor is at risk. The Brotherhood of Locomotive Engineers and Trainmen (BLET) is embarking on a bargaining strategy with the nation’s major rail carriers that is threatening the future of tens of thousands of train-service employees who are members of the United Transportation Union (UTU), an AFL-CIO affiliate.

“Specifically, the BLET, in recent agreements with certain major railroads, is pursuing bargaining provisions that would undermine and destroy the crew-size provisions and other key contractual protections embodied in the collective bargaining agreements of the UTU. Worst of all, the BLET

agreements have failed to achieve any protections such as buyouts, continuation of health care, retirement credits or other benefits for the workers whose jobs their agreements would eliminate.

“At the same time, the BLET has continued an intensive campaign to raid the membership of the UTU by offering reduced and, in some instances, free dues with hopes of enticing UTU members to join the BLET. Unions should not shop “cheap” dues as a marketing tool to raid the membership of other unions, and the AFL-CIO calls on the BLET to stop this practice.

“Were it an affiliate of the AFL-CIO, the BLET’s actions to date would very possibly violate the long-standing constitutional no-raiding policies of the AFL-CIO. But more importantly, the House of Labor would not tolerate this conduct as it divides the labor movement, feeds into the political and bargaining agenda of corporate America, and ultimately harms the men and women unions are elected to represent and protect.

“The AFL-CIO, therefore, pledges its full support to the UTU and condemns the anti-UTU actions of the BLET as contrary to the principles on which the labor movement was founded.

“Specifically, the AFL-CIO calls on the BLET to stop pursuing collective bargaining agreements that would eliminate UTU members’ jobs and to end the practice of raiding the UTU membership through a reduced or free dues program.

“Furthermore, the AFL-CIO Transportation Trades Department, which is highly critical of the BLET’s actions, will bring the issue before its executive committee at the organization’s next meeting in September.

“The AFL-CIO stands ready to support the UTU in the defense of its membership.”

AFL-CIO tells BLET to stop bargaining away the jobs of UTU members

AFL-CIO’s Sweeney: ‘We will be heard’ in 2008 elections

HOLLYWOOD, Fla. — When working families elect the next President of the United States in 2008, “we expect that those working families will be involved in all decisions made” by the new administration, AFL-CIO President John Sweeney told delegates to the UTU’s 10th quadrennial convention here Aug. 16.

In the past, when working families “worked their butts off” on behalf of the president elected, that president “asked us for help in selecting a secretary of labor and then treated us just like another constituency group,” Sweeney said.

“This time, we want a real voice for working people in all decisions made — not just in helping to choose a secretary of labor.”

Sweeney said the AFL-CIO presidential debate in Chicago in August was “the largest job interview in history, with workers doing the interviewing. All seven of the Democratic candidates are solid union supporters” and working families in America must work to elect one of those Democrats just as working families changed the face of the House and Senate in 2006.

“The past six years have been the most anti-union, anti-worker administration in the history of our country,” Sweeney said, “and we are so ready for a change in the direction of our country. America still is not working for working families and we must take back control of our government, take back control of our country, and take back control of our lives.”

Sweeney said labor activism in the 2006 congressional elections, which returned control of the House and Senate to labor-friendly lawmakers, was but “a baby step compared to what we’re going to do in 2008” with working families participating in the political process.



Sweeney

In congratulating the UTU on its ratification of a merger creating SMART, Sweeney said the higher combined membership offers the strength needed “to meet the challenges confronting you — and the AFL-CIO is with you.”

Sweeney also thanked the UTU for re-affiliating with the AFL-CIO. “You chose to rejoin us, and to stand together with us; and, whenever you need us, we will be standing with you just as you have stood with us,” Sweeney said.

In fact, in August, the AFL-CIO voted to condemn the Teamsters-affiliated Brotherhood of Locomotive Engineers and Trainmen (BLET) for dividing the labor movement, feeding into the political and bargaining agenda of corporate America, and harming the men and women whom unions are elected to represent and protect.

“The AFL-CIO stands ready to support the UTU in the defense of its membership,” said the House of Labor in an Executive Council statement issued Aug. 8.

Red and Tan Lines operators choose UTU



New to the UTU family is Red and Tan Lines operator Vanessa Brydie, with UTU New Jersey State Legislative Director Dan O’Connell, left, and UTU Local 710 General Chairperson Nelson Manzano, who was instrumental in the organizing effort.

Some 50 previously unorganized bus operators employed by Red and Tan Lines of Northern New Jersey — a commuter and transit subsidiary of Coach USA — have chosen the UTU as their bargaining representative. The UTU was elected by a seven-to-one margin, with Red and Tan employees rejecting the Teamsters.

The Red and Tan bus operators had been working without a pay raise or improvements in working conditions for some two years.

UTU New Jersey State Legislative Director Dan O’Connell praised the organizing efforts of two UTU Local 710 officers — General Chairperson Nelson Manzano and Secretary/Treasurer Jose Rivera, both of O.N.E. Bus.

Gaining praise for their efforts organizing their fellow bus operators were Red and Tan drivers Jennifer Powell and Zoraida Torres. O’Connell also praised the work of UTU’s Mike Lewis in the organizing drive.



UTU members learn nuke safety

UTU members are taking the time and making the effort to educate themselves about various aspects of railroad safety. A group recently completed classes at the National Labor College in Silver Spring, Md., to learn more about the shipment of radioactive materials. The U.S. Department of Energy (DOE) has shipped large amounts and a variety of radioactive material by rail for years. The number of rail shipments is expected to increase in coming years, especially in light of a 38-year DOE project to transport spent nuclear fuel and high-level radioactive waste from DOE sites to storage and disposal facilities. With the increase in rail shipments comes the increased risk for rail incidents involving radioactive material. Shown above, left to right, are UTU members who recently completed the course. They are Gary Brigman of Local 298, Garrett, Ind.; Roger Crawford, legislative rep. and local chairperson, Local 339, Jackson, Tenn.; Paula Gray, legislative rep., Local 1949, Baltimore, Md.; NLC Instructor Billy Moye, Local 1971, Atlanta, Ga.; Steven Washington, Local 924, Richmond, Va., and Robert Guy III, legislative rep., Local 234, Bloomington, Ill.

A message of thanks from Hillary Clinton

“I promise UTU members that at noon, Jan. 20, 2009, they will once again have a friend and champion at 1600 Pennsylvania Ave.”

By Sen. Hillary Rodham Clinton, candidate for President of the United States

I am very happy to learn of UTU's endorsement of my campaign. It is great to have the support of old friends.

I believe that it is important to UTU members to know how I feel about the issues important to them.

I believe that Amtrak, commuter rail and public transportation should be well funded and have recently laid out a plan to do just that.

I believe there should be a fair way of keeping a commercial driver's license.

I know that the labor protections at both the Department of Labor and Surface Transportation Board should be strengthened.

There is no need to worry for UTU members – I continue to strongly support the Railroad Retirement system and the Federal Employers' Liability Act.

I believe that UTU members should be trained in safety and security and

that it is important that UTU members should not be abandoned on trains at the conclusion of their hours of service or should be required to work fatigued.

I want you to know that I support you in your negotiations with the railroads, particularly on issues such as entry rates and training, and if the need should arise that a Presidential Emergency Board was required, it should be balanced and fair and not ignore the needs of UTU members.

I will stand with you just as I have fought for working families my entire life. I'm honored to have your support and together we can bring about the change this country so desperately needs.

I promise UTU members that at noon, Jan. 20, 2009, they will once again have a friend and champion at 1600 Pennsylvania Ave.



Sen. Clinton

Times have changed, and so has the UTU

I became a Brotherhood of Railroad Trainmen (BRT) member in 1969, shortly before the BRT became one of the four original organizations forming the UTU.

At the 1987 convention, I was elected national legislative director. Many felt I was too young to be an International officer – that I needed more schoolin'. I found a professor/guru/godfather in Charlie Luna, the last president of BRT and the first president of the UTU.



Brunkenhoefer

In spite of his making the worst coffee on the planet, he was a great teacher. I was fortunate to visit with him monthly, when he came to Washington in his post as a member of the Amtrak board of directors.

The day Charlie Luna took the reins of the UTU, we had 108 elected positions – about half being full time.

We had 39 full-time vice presidents. Now, there are only 10.

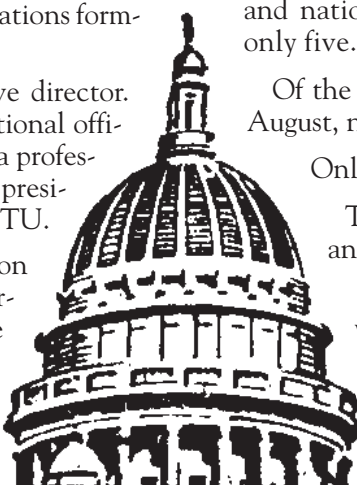
We had 14 alternate vice presidents. Now, there are only six.

We had five members and an alternate on the board of trustees. Now, none are separately elected.

We had 24 members and alternates on the board of appeals. Now, there are five.

We had nine positions on the executive board. Now, there are six.

In addition, there were multiple Canadian officers. Now, we have one.



WASHINGTON WATCH

By James M. Brunkenhoefer

In 1970, we had in the offices of president, assistant president, GS&T and national legislative director, 12 elected positions. Now, there are only five.

Of the 14 full-time International officers elected at our convention in August, nine are new or serving in new positions.

Only one of eight alternate vice presidents was re-elected.

There was one newly elected officer on both the board of appeals and executive board.

On the Canadian Board of Appeals, two of the three positions were filled by newly elected officers.

All but three members of our UTU board of directors are new.

Last month, we elected 39 officers – 69 fewer than in 1969. No one can accuse your union of being top heavy.

And the changes have not stopped.


We are now part of a new union, SMART. There will be many more changes coming – even before a new emblem has been selected.

The leadership of SMART is already engaged in informal talks with other unions.

I am sure that if Charlie Luna were alive today, he would comment that history was repeating itself for the good.

This is just the beginning. As Mike Futhey told delegates following his election, “have great expectations.”

The dispatcher better give us a green signal because we're movin'.



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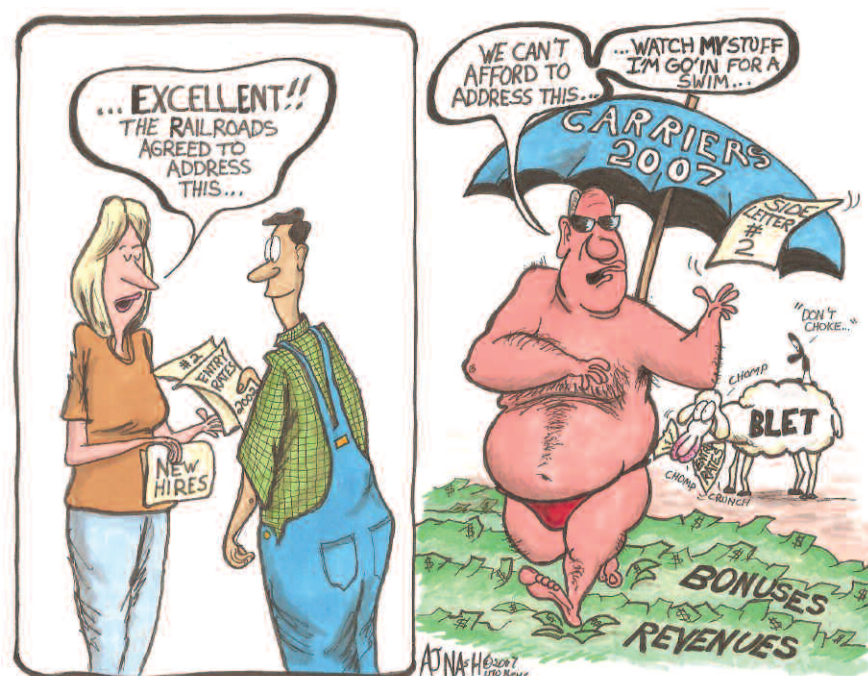
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Created exclusively for UTU News by Local 257 member Alan Nash.

State Watch

News from UTU State Legislative Boards

Minnesota

A U.S. district court in Minnesota has upheld lower-court decisions that will protect injured railroad workers and improve public safety, State Legislative Director **Phil Qualy** reports.

First, Judge Michael Davis ruled that states have the right to regulate train speeds over public crossings while they are operating in interstate commerce.

Davis also upheld key provisions of the 2005 Minnesota Injured Railroad Medical Treatment Law, which prevents railroad companies from denying, delaying or interfering with medical treatment or first-aid treatment to an employee of a railroad who has been injured during employment.

In the first ruling, Duluth Winnipeg & Pacific Railroad versus the City of Orr and the State of Minnesota, Davis upheld a 2005 law that provides local authorities the power to regulate an "essentially local" safety hazard.

Orr and the state had sought to reduce the speed of DW&P trains passing through town over a dangerous crossing from 60 mph to 30 mph.

The DW&P, part of the CN Rail system, has appealed the ruling.

"The train conductors and locomotive engineers of UTU Local 1067, Duluth, who run the CN trains, did a great job supporting the Orr crossing legislation," Qualy said.

In the second ruling, Davis upheld the guts of legislation brought forward by the UTU two years ago in response to documented instances of railroad companies denying, delaying and interfering with medical treatment for injured rail workers.

Qualy said rail workers' testimony made the difference in getting the legislation passed.

"In 2005, members of the UTU and others testified before the legislature regarding the deplorable treatment of our workers that appeared to be corporate Abu Ghraib conditions," Qualy said. "Now a federal judge has upheld our Minnesota standard of medical ethics versus managerial conduct."

Arizona



State Legislative Director Scott Olson and Sheet Metal Workers International Association Business Manager Gerry Stewart were recently elected to the Arizona State AFL-CIO Executive Council. Pictured above, left to right, are Olson, State AFL-CIO Federation Secretary/Treasurer Rebekah Friend and Stewart.

The pending Federal Railroad Safety Improvement Act includes similar language, Qualy noted.

New Jersey

Three years after the passage of UTU-supported legislation that greatly increased penalties for passengers and others who assault bus drivers or passenger-rail employees, State Legislative Director **Dan O'Connell** reports that such incidents have declined significantly.

"We have made real progress in this area," he said.

"We worked hard to get the bill passed that hikes the penalties for assaults on bus and rail employees to up to 18 months in jail and a \$7,500 fine," O'Connell said.

"Initially, we encountered problems with prosecutors pleading out the cases, so we met with NJ Transit officials and representatives from the state attorney general's office to stress that they prosecute fully in especially egregious cases.

"We also suggested that the authorities pub-

Texas



State Legislative Director Connie English, Local 1670 (Laredo) Legislative Rep. Bill Koehn and Assistant State Legislative Director David Arterburn (shown left to right) recently attended the 2007 Texas AFL-CIO Convention in Corpus Christi. At the convention, Brother English was honored to serve as chairperson of the legislative committee. "Koehn serves as president of the AFL-CIO Laredo Central Labor Council and has made great strides in promoting the growth of the AFL-CIO Laredo Central Labor Council," English said. "Brother Arterburn served as a voting delegate at the convention, which elected the first woman, Becky Moeller, to serve as president of the Texas AFL-CIO." Tribute was paid at the convention to retiring President Emmett Sheppard, English said.

licize these prosecutions so people would think twice about doing it. That has led to the placement of posters on trains warning of prosecution and detailing the penalties involved in such attacks," O'Connell said.

Iowa

State Legislative Director **Patrick Hendricks** has been appointed by Gov. Chet Culver to the Midwest Interstate Passenger Rail Compact.

"The compact, created in 2000, advocates for expansion of and improvement to the Midwest's passenger rail system. The commission provides a unified component of a strong transportation system for the future," Hendricks said.

Bus Department

By Roy Arnold, vice president/director

A can-do attitude gets things done

Writer and clergyman Charles R. Swindoll said, "The longer I live, the more I realize the impact of attitude on life."

Attitude, to me, is more important than facts. It is more important than the past, than education, money, circumstances, failure, successes, or what other people think or say or do. Attitude is more important than appearance, giftedness or skill. It will make or break a company, a church or a home.

The remarkable thing is that we have a choice everyday regarding the attitude we will embrace for that day. We cannot change our past. We cannot change the fact that people will act in a certain way. We cannot change the inevitable. The only thing we can do is play on the one string we have, and that is our attitude.

I am convinced that life is 10 percent what happens to me and 90 percent of how I react. And so it is with you. We are in charge of our attitudes.

As bus operators, we must be able to deal with difficult passengers, assist the elderly and disabled, and provide professional customer service, even though the company we work for seems never to notice. It's our passengers that make the job worthwhile.

As professionals, we must constantly improve our attitudes and be the best we can be in every situation. If we profess to being the kind of person in life who wishes to leave this life remembered by his fellow man, then serve the public well and let us not forget that each person we encounter must be treated with dignity and respect.

Respect is earned not given. Stay proud.



Yardmasters

By J.R. "Jim" Cumby, vice president

Debs' vision improved with SMART merger

With ratification of our merger with the Sheet Metal Workers, creating the International Association of Sheet Metal, Air, Rail and Transportation (SMART) Workers, Eugene V. Debs' vision is a step closer to reality.

It is not our first step. Our four founding unions – Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors and Brakemen, and Switchmen's Union of North America – made history in 1969 by forming the UTU. In the mid-1980s, the Railroad Yardmasters of America (RYA), faced with declining membership, found the right fit with the UTU. Now, we have made history again, forming the 230,000-member SMART.

Carrier mergers, technological advances, and the BLET's last-man-standing agreements have resulted in smaller crew sizes, putting UTU in the same position as the RYA was in in 1980. For sure, our leadership found us the best partner in the SMWIA to move forward.

The SMART merger offers many additional benefits to our combined membership. SMART will have the 21st largest (among 4,000) PAC in America, and the seventh largest labor-union PAC, providing us with additional clout in Congress and before state legislatures.

The UTU's knowledge and proven history in administering and defending agreements under the Railway Labor Act will benefit the SMWIA's rail members. And, the SMWIA's expertise in the National Labor Relations Act will benefit our bus members.

Change is inevitable and uncomfortable, but it is not bad. We should be optimistic about our future under SMART General President Mike Sullivan and SMART Transportation Division President Mike Futhey.

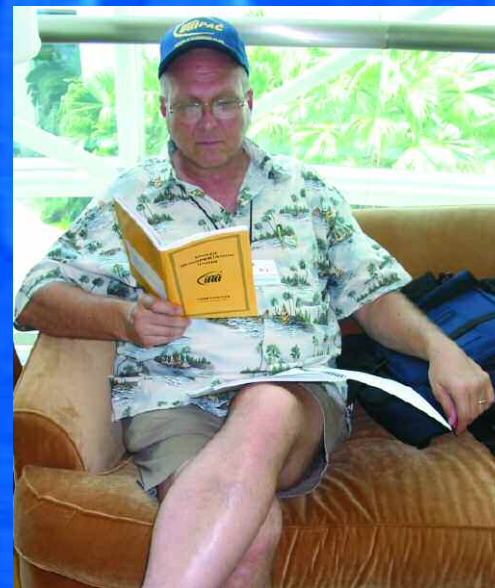




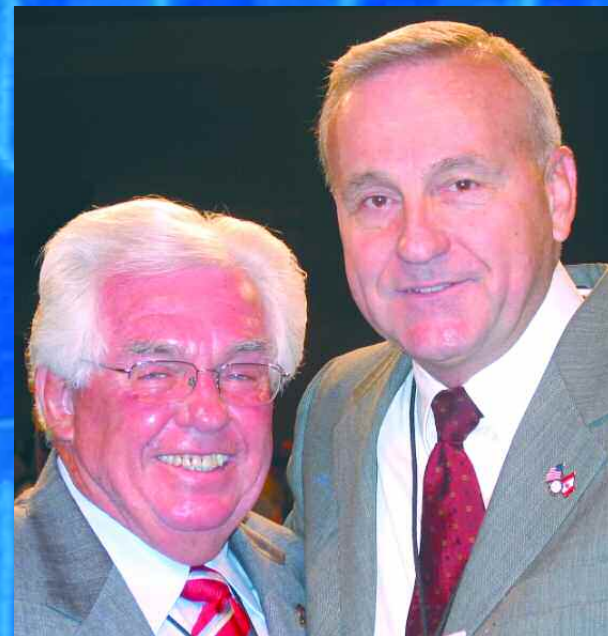
2007 Convention Photo Scrapbook



Local 1503 (UP, Marysville, Kan.) Delegate Nile Drago registers for the convention and picks up his materials.



Local 464 (Arkansas City, Kan.) Delegate Duane Oestmann reviews the UTU Constitution and Report of the Constitution Committee in preparation for the convention.



International President Paul Thompson, left, with SMWIA President Mike Sullivan.



From left, Delegate Donald Allard (L-1059, Minot, N.D.); BNSF General Chairperson and Vice President-elect John Fitzgerald; Delegate Steve Staley (L-597, Des Plaines, Ill.); Delegate Mike Strina (L-1238, Vancouver, Wash.) and Delegate Peter Banks (L-832, Superior, Wisc.)



SMWIA Railroad Division Director Dewey Garland, left, with wife Melissa, greet Alternate National Legislative Director James Stem.



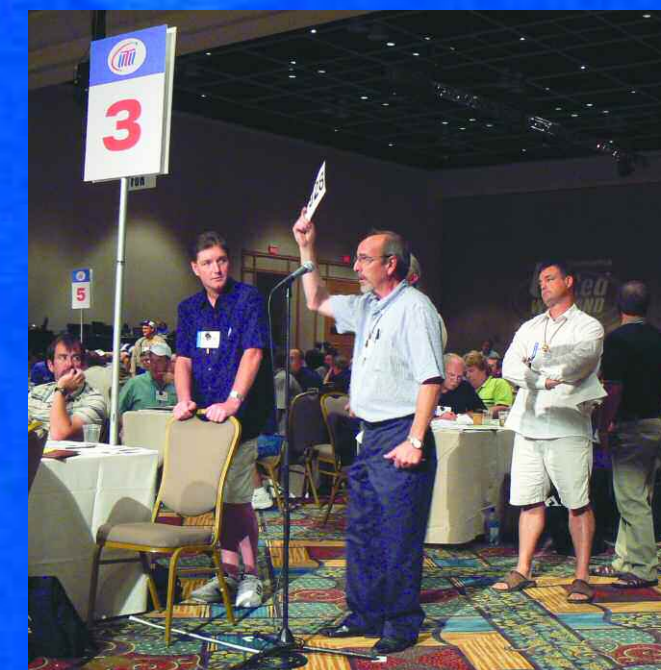
Sister Bonnie Morr, delegate from Local 23 in Santa Cruz, Calif., addresses the delegation.



SMART Transportation Division President-elect Mike Futhey, left, gets some seasoned advice from past UTU International President Al H. Chesser.



Renewing friendships at the convention were, from left, Montana State Legislative Director Fran Marceau; Annie and Jim Larkin (Jim was the delegate from Local 426 in Spokane, Wash.), and UTU Assistant President Rick Marceau.



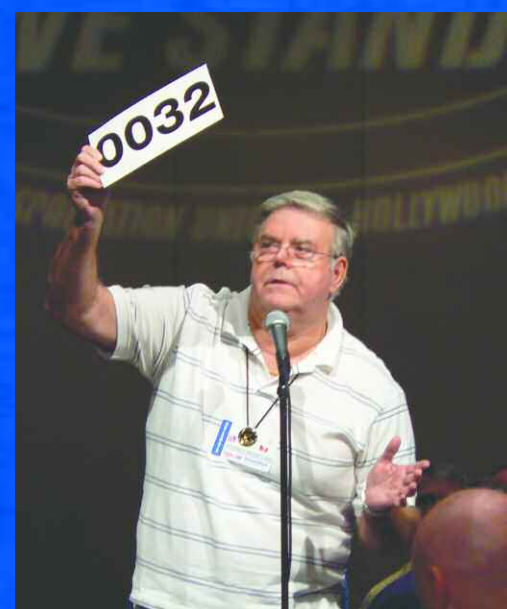
Delegates were free to speak on any issue, from their choice of candidates to proposed amendments of the UTU Constitution.



Taking a break from the convention action were, from left, Local 1473 Chairperson and S&T John Murzycki; Local 1361 Delegate William Beebe (who has been a delegate at every UTU convention); Amtrak General Chairperson Al Suozzo, Vice President Tony Iannone and New England States Legislative Director George Casey.



Local 1000 (Minneapolis, Minn.) Delegate Wayne Newton (left) shares a laugh with Local 951 (Sheridan, Wyo.) Delegate Grover Sharp.



Local 32 Delegate Richard Arnold speaks on behalf of the members of his Glendale, Calif., local.



SMART Transportation Division President-elect Mike Futhey, center, talks with Local 1933 (Washington, D.C.) Delegate Ray Cunningham, left, and Local 1175 (Duluth, Minn.) Delegate Frank Hickman.



Utah State Legislative Director Jay Seegmiller, who also serves as delegate from Local 166 in Salt Lake City, lines up to vote with other delegates.



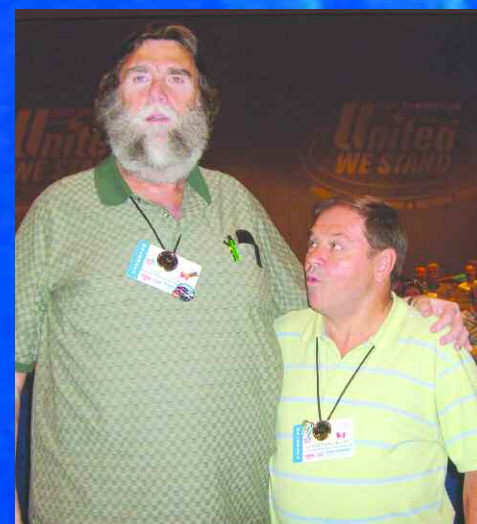
UTUIA Field Supervisor Serge Decoste, left, explains the many benefits of UTUIA products to Local 1678 (Minden, La.) Delegate Curnell Clark Jr. and his wife Vern.



Delegates from locals across the United States and Canada line up to cast their ballot for the candidates of their choice.



SMART Assistant President-elect Arty Martin, left, speaks with Vice President John Babler.



Local 1172 (Mullins, W. Va.) Delegate Pate King Jr., right, sizes up Local 1910 (Macon, Ga.) Delegate Robert "Doc" Norris, who once was a professional wrestler known as "Doctor Death."



National Legislative Director James Brunkenhoefer, left, confers with (left to right) North Carolina State Legislative Director Dickie Westbrook, Virginia State Legislative Director Walter Yeatts and West Virginia State Legislative Director Mark Mewshaw.



The McAdams family of Teague, Texas (Delegate Tony, Local 1092, son Ty, daughter Laney and wife Angie) enjoy the activities at the reception the evening before the start of the convention.

UTU for Life

RRB reminds annuitants of age, earnings restrictions

By V.M. "Butch" Speakman Jr., RRB labor member

Retirees, and those planning retirement, should be aware of the Railroad Retirement laws governing benefit payments to annuitants who work after retirement.

Neither a regular Railroad Retirement annuity (whether based on age and service or on disability) nor a supplemental annuity is payable for any month in which a retired employee, regardless of age, works for an employer covered under the Railroad Retirement Act, including labor organizations. This is true even if only one day's service is performed during the month and includes local lodge compensation totaling \$25 or more for any calendar month.



V.M. Speakman

A spouse annuity is not payable for any month in which the employee's annuity is not payable, or for any month in which the spouse, regardless of age, works for an employer covered under the Railroad Retirement Act. (Effective Aug. 17, 2007, a divorced spouse can receive an annuity even if the employee has not retired, provided they have been divorced for at least 2 years, the employee and spouse are at least age 62, and the employee is fully insured under the Social Security Act using combined railroad and Social Security earnings.) A survivor annuity is not payable for any month the survivor works for an employer covered under the Railroad Retirement Act, regardless of the survivor's age.

Also, like Social Security benefits, Railroad Retirement Tier I benefits and vested dual benefits paid to employees and spouses, and Tier I, Tier II and vested dual benefits paid to survivors are subject to deductions if an annuitant's earnings exceed certain exempt amounts.

For those under full retirement age throughout 2007, the exempt earnings amount is \$12,960. For beneficiaries attaining full retirement age in 2007, the exempt earnings amount is \$34,440 for the months before the month full retirement age is attained.

For those under full retirement age throughout the year, the earnings deduction is \$1 in benefits for every \$2 of earnings over the exempt amount. For those attaining full retirement age in 2007, the deduction is \$1 for every \$3 of earnings over the exempt amount in the months before the month full retirement age is attained.

Earnings received for services rendered, plus any net earnings from self-employment, are considered when assessing deductions for earnings. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not considered earnings for this purpose.

Additional deductions are assessed for retired employees and spouses who work for their last pre-retirement nonrailroad employer and special restrictions apply to disability annuitants.

Individuals wishing more information should contact the nearest field office of the RRB or refer to the RRB's Web site at www.rrb.gov. Persons can find the address and phone number of the RRB office serving their area by calling the RRB Help Line at (800) 808-0772.

RRB financially healthy, report says

The Railroad Retirement Board (RRB) has submitted its annual reports to Congress on the financial condition of the Railroad Retirement system and the railroad unemployment insurance system, and the news is good.

The 2007 report, which addressed railroad retirement financing during the next 25 years, was generally favorable, concluding that, barring a sudden, unanticipated, large decrease in railroad employment or substantial investment losses, the Railroad Retirement system will experience no cash-flow problems during the next 25 years.

However, the 2007 report also indicated that the long-term stability of the system is still questionable. Under its current financing structure, actual levels of railroad employment and investment return over the coming years will largely determine whether corrective action is necessary.

As of Sept. 30, 2006, total Railroad Retirement system assets, comprising assets managed by the National Railroad Retirement Investment Trust and the Railroad Retirement system accounts at the U.S. Treasury, equaled \$30.6 billion. (The trust was established by the Railroad Retirement and Survivors' Improvement Act of 2001 to manage and invest railroad retirement assets.) The cash balance of the railroad unemployment insurance system was \$109.8 million at the end of fiscal year 2006.

The projected combined account balances are higher than in last year's report due largely to the actual investment return of approximately 14.4 percent, exceeding the expected investment return of 7.5 percent in calendar year 2006, along with actual 2006 average employment exceeding the range projected for the year.

The report did not recommend any railroad retirement financing changes. The payroll tax adjustment mechanism provided by the 2001 legislation will automatically increase or decrease tax rates in response to changes in fund balance. Even under a pessimistic employment assumption, this mechanism is expected to prevent cash-flow problems for the duration of the 25-year projection period.

The RRB's 2007 railroad unemployment insurance financial report was also generally favorable. Even as maximum benefit rates increase 49 percent (from \$57 to \$85) from 2006 to 2017, experience-based contribution rates are expected to keep the unemployment insurance system solvent. No new loans are anticipated even under the most pessimistic assumption, RRB said.

Under experience-rating provisions, each employer's contribution rate is determined by the RRB on the basis of benefit payments made to the railroad's employees. The report predicted that, even under the most pessimistic assumption, the average employer contribution rate remains well below the maximum throughout the projection period.

The report also predicted that the 1.5 percent surcharge in effect in calendar year 2007 will be followed by a 1.5 percent surcharge for calendar years 2008-2009. A 1.5 percent surcharge is also likely for calendar year 2010. No financing changes for the unemployment system were recommended at this time, RRB said.



THE FINAL CALL

Following are the names of recently deceased retirees who maintained annual membership in the UTU For Life program (formerly known as the UTU Retiree Program), according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU for Life members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
60	Bingle, R.A.	Eustis, Fla.	601	Schleig, Charles E.	Canton, Ohio	1106	Barwick, Edward H.	Sanford, N.C.
60	Kearns, William A.	Englewood, Fla.	610	Estes, Bob H.	Baltimore, Md.	1129	Edwards, Carl E.	Raleigh, N.C.
194	Couchman, Billy G.	Terre Haute, Ind.	622	Cornelius, Ronald	Rainbow City, Ala.	1227	Gilbert, Eugene R.	Rancho Cordova, Calif.
211	Short, Charles D.	Binghamton, N.Y.	630	Click Jr., Jobie	Martin, Ky.	1271	Kynch, Francis R.	St. John West, N.B.
226	Peel, T.L.	Slater, Mo.	632	McIntyre, Clyde A.	Duncansville, Pa.	1299	McElroy, Richard A.	Brewton, Ala.
243	Walton, William F.	Burleson, Texas	653	Travis, John B.	Hot Spgs. Village, Ark.	1334	Butler, Donald C.	Petal, Miss.
281	Godding, Herbert J.	Shawano, Wis.	706	Cline, Wyndom K.	Roanoke, Va.	1370	Hoyt, William H.	Patterson, N.Y.
284	Marcinik, Steve	New Port Richey, Fla.	707	Ward, John G.	St. Joseph, Mo.	1377	Sabie, William D.	Alexandria, Ky.
298	Johnson, R.W.	Ft. Wayne, Ind.	750	Barbee, Jack R.	Knoxville, Tenn.	1378	Cockerham, Henry	Holiday, Fla.
305	Hotler, Ralph H.	Elkhorn, Neb.	774	Sloan, John S.	Atchison, Kan.	1388	Vandover, Cecil R.	Newburg, Ohio
320	Gosko, M.J.	Saginaw, Mich.	781	Landers, Roger T.	Henderson, Nev.	1405	Wilson, William R.	Hartshorn, Mo.
324	Christie, Calvin W.	Bovil, Idaho	793	Faust, Robert D.	Irmo, S.C.	1491	Kopack, Walter J.	Scranton, Pa.
324	Riley Jr., James D.	Bellevue, Wash.	823	Phillips, Willard E.	Ft. Worth, Texas	1505	Lien, Daniel R.	Spokane, Wash.
333	Lytton, Richard E.	Washington, Ind.	830	Stahl, Robert H.	Hummelstown, Pa.	1534	Dvorak, Robert J.	Naperville, Ill.
412	Seaton, John R.	Hartford, Kan.	904	Murray, George A.	Evansville, Ind.	1544	Freund, Victor	Upland, Calif.
414	Martell, Michael G.	Chateauguay, P.Q.	980	Roth, Wendell J.	Hankinson, N.D.	1628	Messich, Michael F.	Sarasota, Fla.
418	Byrne, James F.	Sioux Falls, S.D.	991	McAninch, Rollin	Dillonvale, Ohio	1697	Anderson, James H.	El Paso, Texas
426	Becker, Leland R.	Otis Orchards, Wash.	1007	Sullivan, Edward P.	Clayton, N.Y.	1823	Stromberg, Walter	Hillsboro, Mo.
464	Ruff, Jack W.	Ponca City, Okla.	1016	Riley, James E.	Enid, Okla.	1846	Wallace Jr., Wade H.	Grand Terr., Calif.
492	Stone, Chester K.	Citrus Hts., Calif.	1035	Jenkins, Ira	Lakeland, Fla.	1947	Nelson, Gordon R.	Lafayette, La.
524	Watts, Gerald H.	Palestine, Texas	1074	Smale, Robert E.	Pittsburgh, Pa.	1951	Pierce, Kenneth P.	Wallingford, Conn.
586	Huffman, Wayne O.	Willard, Ohio	1088	Brand, William H.	Meridian, Miss.	1977	McNichols, Bernard	Vancouver, Wash.
598	Copeland Sr., David	Theodore, Ala.	1088	York, Joe C.	Durant, Miss.			

United Transportation Union Insurance Association

Did you know that September is Life Insurance Awareness Month?

Most of us never really think about life insurance.

We may purchase a policy, but then soon after, file it away and forget about it.

Given that our lives are forever changing, our insurance needs change as well.

September 2007 is the time to pull out your insurance policy and review it with a UTUIA qualified life insurance agent to make sure the policy you have is adequate enough to cover your current lifestyle.

When is the last time you reviewed your policy?

If you can't remember, it's time for a life insurance check-up!

Our agents will take the time to explain the different types of life insurance available at UTUIA. They will discuss and calculate, at no cost or obligation, an insurance plan prepared exclusively for you. Call the toll-free telephone number below or complete and mail the coupon at right.

Call toll-free:
1-800-558-8842

AUGUST 2007
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SEPTEMBER 2007

OCTOBER 2007
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2	3 Labor Day Labour Day (Canada)	4	5	6	7	8
9 Grandparents' Day	10	11	12	13	14	15
16	17	18	19	20	21	22
23 Autumnal Equinox	24	25	26	27	28	29 Yom Kippur
30						

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09/07



UTU BUS LINES

News items culled from the UTU's Daily News Digest, posted every morning on the UTU Web site, www.utu.org.

Buses get the power to turn lights green

A pilot program starting this month on Staten Island will give buses the power to change red lights to green, according to the Associated Press.

The technology will link emitters on 300 buses to receivers atop 14 traffic lights along 2.3 miles of Victory Boulevard.

The project's engineers say the system will speed up bus service and help alleviate traffic jams.

The devices will turn lights from red to green 7 seconds earlier if a bus is within about 120 feet of an intersection, city Department of Transportation spokesman Craig Chin said.

The program will begin at the end of September, Chin said.

If successful, the program will be expanded, he said.

The technology will be incorporated into the city's planned Bus Rapid Transit project, a speeded-up bus service that will be introduced over the next two years in each borough.

Child-check alarms added to school buses

First Student, a private school bus company that transports kids all across the country, reports it has added safety child check alarms to its entire fleet.

The alarm sounds if a driver does not walk to the back of the bus and check for children before leaving the bus for the night.

"It's sort of a unique system," said Jennifer Robinson, a spokesperson for First Student, which is based in Cincinnati, Ohio.

"The alarm was created by bus drivers for bus drivers and customized to their needs."

In addition to making sure that no child is left unattended on a bus, whether they may be hiding or asleep, the new system, if hooked to a global positioning system, is designed to discourage and prevent unauthorized entry into a vacant bus.

"It can send a wake-up message to a central station or a manager, alerting them that there is entry, and they call police," said Robinson.

LACMTA supersedes Orange Line service

UTU-represented bus drivers in Los Angeles will soon be piloting buses so long they are technically illegal.

The Los Angeles County Metropolitan Transportation Authority is set to unveil a 65-foot-long bus – longer than four compact automobiles parked end to end – to debut on its Orange Line busway.

It is five feet longer than the longest bus allowed by California law, so the MTA had to seek an exemption from Caltrans to operate the prototype.

"When you get inside, the middle aisle looks like a bowling alley," said MTA spokesman Dave Sotero.

But those extra five feet give the bus three extra rows of seats and the ability to hold up to 100 passengers, while the current 60-foot models on the Orange Line can hold up to 84.

The bus comes in two sections with a flexible, accordion-style center that allows the bus to bend around turns.

Delegates elect

Continued from page 1

Babler (78 votes). Martin and Thompson were elected without opposition.

Re-elected to a new four-year term as national legislative director was **James (Brokenrail) Brunkenhoefer**.

Also elected by UTU delegates to four-year terms were 10 International vice presidents, alternates and other International officers.

International Vice President **Carl Vahldick** resigned, effective Dec. 31. His position will not be filled. Vahldick has served more than eight years as an International vice president and received a standing ovation in appreciation of his past service and accomplishments.

Delegates also amended the UTU Constitu-

tion. They approved changes in Article 19 requiring the general secretary and treasurer to prepare and submit to the president and assistant president a budget for the financial operation of his/her office and the International headquarters no later than the last day of January each year. The delegates also voted to hike strike benefits under Article 92.

Futhey, while educated as a lawyer, followed his parents' footsteps into railroading. His father was secretary/treasurer of his local, and his mother was active politically in the union. Futhey praised his wife, April, for her support as he rose through the UTU's political ranks as a general chairperson on Union Pacific; as an International vice president; and, now, president-elect. "I could not do the things I do without my wife," Futhey said.

Futhey, upon his election, said, "I am here to

serve you, the members." He told members they have every right to "great expectations," and that his administration will properly be judged on its record of legislative and protective department accomplishments.

"I would hate to think we had a convention and you didn't have great expectations coming out of it," Futhey said. "I am convinced that we have the talent within our organization to create a modern-day legacy that will take a positive step toward ensuring that working men and women in the United States and Canada will continue to have a voice in our future and that of our children. This will be an inclusive administration that will be open to the members both giving information and receiving advice."

Martin, in his acceptance speech, said, "Never will you hear, 'I did it.' It will be, 'We did it.'"

Kim Thompson said, "I am dedicated to moving forward and implementing the SMART merger, and I am excited about this organization."

Honored at the convention were UTU International President Paul Thompson (no relation to Kim Thompson) and UTU Assistant President Rick Marceau, both of whom will retire Dec. 31.

"Paul Thompson dedicated his body, mind and spirit to the UTU, and worked diligently on its behalf," Futhey said.

Delegates also sustained a decision of the UTU Executive Board denying appeals of former general chairpersons and full-time vice general chairpersons on Canadian National in Canada who had been suspended from office.

Delegates elect UTU International vice presidents, asst. vice presidents

- **John D. Fitzgerald** (general chairperson, GO-386, BNSF) was elected International vice president, defeating incumbent **Bruce Wigent**, 276 to 240.

- **Robert Kerley** (general chairperson, GO-001, BNSF) was elected International vice president, defeating incumbent **Patrick Drennan**, 295 to 221.

- **Roy Boling** was re-elected International vice president by acclamation.

- **David Wier** (alternate International vice president – East, and general chairperson, Terminal Railroad of St. Louis) was elected International vice president, defeating incumbent **David Hakey**, 288 to 228.

- **C.A. (Tony) Iannone** was re-elected International vice president by acclamation.

- **J.R. (Jim) Cumby** was re-elected International vice president, defeating challenger **Richard DeGenova** (general chairperson, GO-247, CSX), 335 to 181.

- **John Previsich** (general chairperson, GO-888, UP) was elected International vice president, defeating **John Hancock** (general chairperson, GO-851, CSX), 367 to 150. **Steve Thompson** did not seek re-election.

- **John Babler**, was re-elected International vice president by acclamation.

- **Vic Baffoni** (vice general chairperson, GO-875, LACMTA) was elected International vice president (Bus Department), defeating incumbent **Roy Arnold**, 259 to 257.

- **Glenn J. King** (Ontario legislative chairperson and Ontario Northland rail and bus general chairperson) was elected International vice president/Canadian legislative director, defeating **Mike Melymick** (Alberta legislative chairperson), 33 to 13 (voting by Canadian delegates only). The new position combines two former vice president positions and the Canadian national legislative representative. Incumbent vice presidents **John Armstrong** and **Robert Sharpe** are retiring; and incumbent legislative director **Tim Secord** withdrew his name from nomination.

- **James A. Stem** was re-elected by acclamation as alternate U.S. national legislative director.

- **Delbert Strunk** (general chairperson, GO-687, NS) was elected alternate vice president – East, defeating **George Casey** (New England states legislative director and general chairperson, GO-081, New England Lines), 311 to 203. Incumbent **David Wier** was elected International vice president.

- **Paul Tibbit** (general chairperson, GO-393, BNSF) was elected alternate vice president – West, by acclamation. Incumbent **Robert Kerley** was elected International vice president.

- **Larry Barrilleaux** (legislative representative, Local 1836, UP) was elected alternate vice president – South, defeating **Doyle Turner** (general chairperson, GO-347, CSX), 316 to 198. Incumbent **Jerry Batton** did not seek re-election.

- **Garth Bates** (chairperson, Local 1903, Kamsack, Sask.) was elected by acclamation as Canadian alternate vice president/legislative director.

- **Bonnie Morr** (general chairperson, Santa Cruz Metropolitan Transit District) was elected alternate vice president (Bus) – West, defeating **Brian Donald** (president, Local 161, Seattle, Wash.), 409 to 105. Incumbent **Robert Gonzalez** did not seek re-election.

- **William W. Lain Jr.** (general chairperson, Alton & Southern) was elected second alternate vice president – East, defeating **Les R. Wilson** (legislative rep., Local 303, BNSF), 386 to 127. Incumbent **Dennis Schuler** did not seek re-election.

- **Danny L. Young** (secretary, GO-017, BNSF) was elected second alternate vice president – West, defeating **Phillip J. Craig** (general chairperson, GO-270, DM&E), 283 to 231.

- **R.W. (Red) Dare** (general chairperson, GO-433, CN/IC) was elected second alternate vice president – South, defeating **James E. McDaniel** (vice general chairperson, GO-577, UP), 329 to 186. Incumbent **John Hancock** did not seek re-election.

- **Richard Deiser** was re-elected by acclamation as alternate vice president (Bus) – East.

Sullivan

Continued from page 1

drop of blood, ever tear and every drop of sweat – knowing that the livelihood of 230,000 brothers and sisters rests upon our efforts.

"What you accomplished in your vote (to merge) will echo throughout the history of rail labor and will be defined as a moment when working men and women chose a consolidated front to stand up to the manipulations of the rail operators and the predatory influences of other less benevolent organizations.

"Eugene Debs said, 'When we are in partnership and have stopped clutching each other's throats, when we have stopped enslaving each other, we will stand together, hands clasped, and be friends. We will be comrades, we will be brothers, and we will begin the march to the grandest civilization the human race has ever known.'

"For far too long, we have failed to live up to Debs' dream. The vote you cast gives both of our organizations the opportunity to expand in size and strength under the SMART banner. Together, we will mount a concerted effort to address the assaults we face from the rail operators. We withstood them before during the age of the rail barons, and we will overcome them again.

"We stand at a time in our nation's history where a stepped up war is being waged on working people. It goes by a number of names, terms such as trickle down economics, outsourcing and privatization, and it is being waged on every working man and woman in North America, not just union workers.

"I don't have to recount what labor was able to achieve in getting an eight-hour workday, overtime pay, the eradication of child labor, retirement security, worker's compensation, the right to collectively bargain without fear of retaliation – all of these were hard fought victories achieved by men and women who dared to leave a better life and a better nation for their children.

"We have taken the first step in creating a new future for ourselves today. The future will hold its share of adversity, but we will survive. We survived the days of the robber barons, we survived recessions and contractions in the economy that would have laid waste to other organizations, and we will thrive through a new era – one which we have created with an enhanced and stronger union," Sullivan said.

Board of Appeals

- **G. Dale Welch**, **Dirk A. Sampson**, **Donald J. Seyer** and **Dan O'Connell** were re-elected to the U.S. Board of Appeals by acclamation. **Ron Koran** (general chairperson, SEPTA) defeated incumbent **William J. Koehn**, 264 to 251.

- **Dan C. Armstrong** was elected to the Canadian Board of Appeals by acclamation. **Edward J. Mould** defeated **Ed Seagris** (Canadian vote), 26 to 19, and **Jean C. Levesque** (31 Canadian votes) defeated **David Brunton** (5 votes) and **Jeff MacMahon** (10 votes) in the races for the other two seats.

Executive Board

- **James A. Huston** and **Joseph A. Boda** were re-elected to the UTU Executive Board by acclamation. **John J. Risch III**, **Stephen T. Dawson** and **Kevin Goring** were re-elected to the board.

Risch defeated **Fran Marceau** (Montana state legislative director), 306 to 254; Dawson defeated **Richard DeGenova** (general chairperson, GO-247, CSX), 345 to 217, and Goring defeated **Robert Michaud** by a vote of 426 to 134.

- **Mike N. Anderson** was re-elected by acclamation as alternate to the Executive Board.

Voting tally: Which delegates voted to raise their pay?

On the last day of the UTU convention, a motion was made and seconded that delegates be paid the same expenses as International officers. (The delegates received \$148 a day per diem and paid for their own hotel rooms. Officers received \$54 a day meal allowance and the UTU International paid for their hotel rooms, which averaged \$177 per night.) A roll-call vote was demanded and held and the results were to be published in the *UTU News*. Below is the tally of delegate votes on the motion. A “yes” vote was to approve the motion; a “nay” vote was to defeat the motion. (The motion, if approved, would have cost the UTU International in excess of \$350,000.)

LOCAL	YEA	NAY	LOCAL	YEA	NAY	LOCAL	YEA	NAY	LOCAL	YEA	NAY	LOCAL	YEA	NAY	LOCAL	YEA	NAY
1		X	322		X	610		X	945		X	1298		X	1584		NO VOTE
2		X	324		X	620		NO VOTE	947		X	1299		X	1589		X
4	X		328		X	622		X	950		X	1301		X	1594		X
5		X	329		X	623		X	951		X	1308		X	1596		X
6		X	330		X	626		X	953		X	1310		X	1597		X
7		X	331		X	627		X	962		X	1312		X	1598		X
9		X	333	X		630		X	965		X	1313		X	1601		X
14	X		338		X	631		X	970	NO VOTE		1314		X	1607		X
15		X	339		X	632		X	971		X	1315		X	1608		X
17		X	340		X	643		X	974		X	1316		X	1614		X
18	X		343	X		645		X	976	NO VOTE		1327		X	1620		X
20		X	344	X		646		X	977		X	1328		X	1626		X
23		X	349		X	650		X	979		X	1334		X	1628		X
28		X	352	NO VOTE		653		X	980		X	1337		X	1629		X
29		X	353		X	655		X	982		X	1344		X	1637		X
30		X	363		X	656		X	990		X	1345		X	1638		X
31		X	367		X	659		X	991		X	1346		X	1670	X	
32		X	369		X	662		X	997	X		1348		X	1672		X
44		X	375	NO VOTE		663		X	998		X	1358		X	1674		X
48		X	376		X	674		X	1000	X		1360	X		1678		X
60		X	377		X	679		X	1003		X	1361		X	1687		X
61		X	378	X		691		X	1006		X	1365		X	1694		X
64		X	383		X	694		X	1007	X		1366		X	1697		X
72	X		385		X	701	X		1010	X		1370		X	1709		X
78		X	386		X	706		X	1011		X	1373		X	1713		X
84		X	394		X	707		X	1015	X		1374		X	1722		X
85	X		403	X		710		X	1016		X	1375		X	1730		X
94		X	407		X	713	X		1031		X	1376		X	1732		X
95		X	412		X	722		X	1033		X	1377		X	1736		X
98		X	414		X	730		X	1035		X	1378		X	1741		X
100		X	418		X	733		X	1042	NO VOTE		1379		X	1760		X
104	X		421		X	734		X	1043		X	1381		X	1765		X
113		X	426		X	740	X		1053		X	1382		X	1770		X
117		X	427		X	744		X	1058		X	1383		X	1771		X
118		X	430		X	750		X	1059		X	1386	NO VOTE		1775		X
138		X	432		X	753		X	1062		X	1388		X	1778		X
145		X	439	X		756		X	1066		X	1389		X	1780		X
153	X		440	X		759		X	1067		X	1390	X		1785		X
161		X	445		X	762	X		1074		X	1393		X	1790	X	
166		X	446		X	763	NO VOTE		1075		X	1397		X	1800		X
167		X	453		X	768		X	1081		X	1400		X	1801		X
168		X	454		X	769		X	1083		X	1402		X	1813		X
171		X	462		X	770		X	1088		X	1403	X		1814		X
172		X	464		X	771		X	1092		X	1405		X	1816		X
185		X	465		X	772	X		1105	NO VOTE		1409		X	1823		X
194		X	469		X	773		X	1106		X	1413		X	1831		X
195		X	471		X	774		X	1110	X		1418		X	1836		X
196		X	472	X		781		X	1117		X	1420		X	1840		X
198		X	473	NO VOTE		782		X	1122		X	1421		X	1841		X
199		X	477		X	783		X	1129		X	1422		X	1843	X	
200		X	483		X	785		X	1130	X		1423		X	1846		X
201		X	486		X	792		X	1136		X	1433		X	1857		X
202		X	489		X	793		X	1137		X	1438	X		1865	NO VOTE	
204		X	490		X	794		X	1138		X	1440	X		1869		X
206		X	492	X		800		X	1139		X	1445		X	1872		X
211		X	493		X	807		X	1144		X	1447		X	1874		X
212		X	495		X	811		X	1161	X		1453		X	1881		X
221		X	496		X	816	NO VOTE		1162		X	1458		X	1883		X
225		X	498		X	818		X	1166		X	1462		X	1886		X
226		X	500		X	821		X	1168		X	1470		X	1887	X	
228		X	504		X	830	X		1172		X	1473		X	1892		X
233		X	506		X	832		X	1175		X	1477		X	1895	X	
234		X	507		X	835		X	1177		X	1491	X		1900		X
238		X	508	NO VOTE		838		X	1179	X		1494		X	1903		X
239		X	511		X	845		X	1183		X	1496	NO VOTE		1904		X
240		X	513		X	847	X		1188		X	1501		X	1908		X
243		X	524		X	853		X	1190		X	1503		X	1910	X	
254		X	525	X		854		X	1200		X	1504		X	1918		X
256		X	527		X	855		X	1201		X	1505		X	1923	X	
257		X	528		X	857		X	1202		X	1508		X	1928		X
258		X	533		X	860		X	1205		X	1518		X	1929		X
259		X	535		X	866		X	1216		X	1522		X	1933		X
262		X	537		X	867		X	1217		X	1524		X	1947		X
265		X	544		X	872		X	1221		X	1525		X	1948		X
277		X	556		X	878		X	1227		X	1526		X	1949		X
278		X	564		X	881		X	1229		X	1529		X	1951		X
281		X	565		X	886		X	1230	X		1532		X	1957		X
283		X	569	X		887		X	1233		X	1534	X		1962		X
284	X		573		X	891		X	1238		X	1544		X	1963		X
286		X	577		X	894		X	1241		X	1545		X	1971		X
292		X	581		X	898		X	1245		X	1548		X	1972		X
293		X	582		X	903		X	1252		X	1554		X	1973		X
298		X	583		X	904		X	1258		X	1557		X	1974		X
300		X	584		X	911		X	1261		X	1558		X	1975	X	
303		X	586		X	913	X		1263		X	1563		X	1976		X
304		X	587		X	915		X	1271		X	1564	NO VOTE		1977		X
305		X	590		X	923		X	1279	NO VOTE		1565		X	1978		X
306		X	594	X		924		X	1280		X	1566		X			
309		X	596		X	931		X	1288	X		1567		X	YEAS = 58 NAYS = 486		
311		X	597		X	933		X	1289		X	1570		X			
312		X	598		X	934		X	1290		X	1571		X			
313		X	600		X	937		X	1291	X		1573		X			
316		X	601		X	940		X	1292		X	1574		X			
318		X	605		X	941	NO VOTE		1294		X	1581		X			
320		X	607		X	942		X	1296	X		1582		X			

THIS MONTH'S WINNING PHOTO:

The UTU Public Relations Department awards UTU gear to the union member who submits the best photograph during the previous months.

The winning photo will be published in the *UTU News*. Exceptional photographs will be included on the UTU website.

The UTU would like to see photographs or digital photographs 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, 14600 Detroit Ave., Cleveland, OH 44107-4250.

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 month's winning photograph was taken by Joey Patterson, a UP conductor and member of Local 286 in North Platte, Neb. This photo of UP steam locomotive No. 844, a high-speed passenger steam engine and the last steam locomotive built for the carrier (delivered in 1944; saved from scrap in 1960), was taken on the UP's Kearney Subdivision as it returned to Omaha, Patterson said.



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UTU endorses Hillary!

The United Transportation Union is endorsing Hillary Rodham Clinton for President of the United States, becoming the first labor union in America to do so.

"It is a high honor and a distinct privilege to be the first labor union in making this endorsement," said UTU International President Paul Thompson. "The UTU has a long history of picking winners early. Hillary will be a president that America's working families can count on. Time and again, as a United States senator, she has stood with us."

"The UTU intends to devote our considerable resources to encouraging our 125,000 active and retired members, their families, friends and neighbors to register to vote and cast ballots on Election Day 2008 for Hillary."

Thompson and UTU National Legislative Director James Brunkenhoefer agreed that Clinton's past history in support of UTU members, and her detailed commitments to UTU members in a letter to Thompson, plus her strong performance at the AFL-CIO presidential forum in Chicago, were deciding factors in the UTU's endorsement.

"We need a president with the strength and experience to stand up for America's workers and their retirement security, Brunkenhoefer said. "Hillary Clinton is that leader."

Mike Futhey, who was elected in August to succeed

Thompson, who will retire Dec. 31, said, "Hillary Clinton's record has been friendly to working men and women of this country. She consistently has endorsed the necessity of a strong middle class. The UTU is on the same page with Hillary Clinton just as we were on the same page with labor-friendly candidates in mid-term elections in 2006. The UTU will encourage its 125,000 active and retired members to support Hillary and other labor-friendly candidates in 2008."

Futhey served on Bill Clinton's presidential election campaign finance committee.

Brunkenhoefer said the UTU had supported the Clintons "going back to 1978," when former UTU Arkansas State Legislative Director Don Beavers, and Futhey's predecessor as general chairperson of GO-569, the late Irv Newcomb of Little Rock, were deeply involved in the Clinton for governor campaign in Arkansas.

In a personal telephone call to Thompson after learning of the endorsement, Clinton told him, "It's time America's

workers had an advocate in the White House."

Clinton followed up her telephone call with a letter to Thompson making specific commitments to UTU members. "This letter should encourage every UTU member and retiree, no matter their past voting record, to begin work immediately on behalf of electing Hillary Clinton president," Thompson said.



Inside this issue of the UTU News:



UTU members turn up the heat, keep the beat in Philly. See page 2.



General Chairperson Nelson Manzano gets Red and Tan. See page 3.



Asst. Texas SLD David Arterburn supports AFL-CIO. See page 5.



Photo highlights from the UTU's 10th convention. Pages 6 and 7.