



UTU News

www.utuia.org

www.utu.org

The Official Publication of the United Transportation Union

UTU vigilance protects retirement benefits

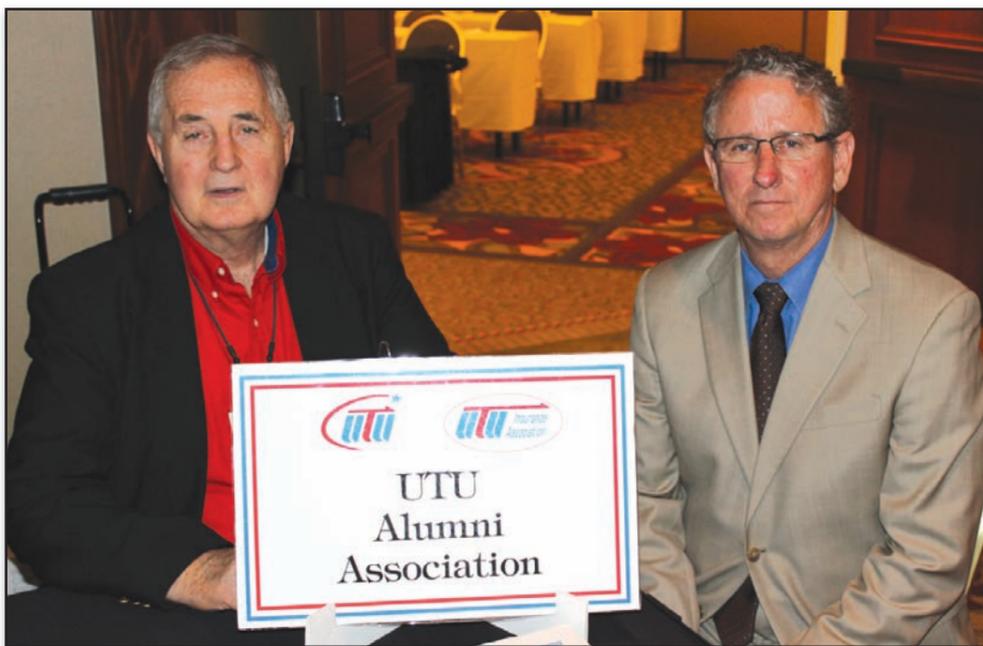
Among the numerous political challenges facing working families is preservation of Railroad Retirement and Social Security – both under attack by political conservatives.

At the UTU's Portland, Ore., regional meeting in June, the labor member of the Railroad Retirement Board, Walt Barrows, told attendees, "You can be very proud of your leadership and your legislative staff. You have the best legislative team of any union, bar none. [The UTU is] in the forefront of defending our retirement system against those who try to weaken it."

Echoing those comments was Joe Nigro, general president of the Sheet Metal Workers International Association (SMWIA), who said the UTU has "the best political machine" among labor organizations, which is essential in the fight to preserve Railroad Retirement and Social Security.

Nigro said the SMWIA and the UTU – now combined as SMART – "share the goal of achieving power and success to make legislators, other unions and employers look to us for leadership and training."

Barrows, a senior officer of the Brotherhood of



UTU Alumni Association coordinator Carl Cochran, left, with Railroad Retirement Board Labor Member Walt Barrows at the UTU's regional meeting in Portland, Ore.

Railroad Signalmen before being nominated by President Obama and confirmed by the Senate to the three-member Railroad Retirement Board, warned that "the trend of attacking and eliminating defined benefit pension plans across the country will continue.

"In the last 30 years, defined benefit plans have been stripped away from most workers,"

Barrows said. "We have seen defined-benefit plans replaced by tax-deferred savings accounts, like 401(k) plans and other less-desirable substitutes, [and] with the decline of defined-benefit plans, far too many Americans cannot retire with any sense of dignity or security. Railroad Retirement gives you that assurance.

"You would think that the strength and solvency of our system would exempt us from attacks, but our retirement system is never totally safe from attack," Barrows said. "Rail workers must remain vigilant if we expect our retirement system to be there for us and for future generations of rail workers.

"We all must be vigilant to make sure that our retirement system is there for us and for future generations of rail workers and their families," Barrows said.

"So when we hear retirement benefits attacked, and hear them referred to as entitlements, remind people that railroad workers are entitled: We are entitled because we worked for it ...sacrificed for it...contributed to it...and because the profits enjoyed by the railroad industry came from our blood and sweat," Barrows said.

Safe jobs, working conditions UTU's highest priority

Reflecting on violence against air, bus and rail members, UTU International Assistant President Arty Martin told attendees at the UTU regional meeting in Portland last month that protecting the working conditions and safety of members is among the highest of UTU objectives.

"Our jobs are notoriously dangerous and we are going to insist that local, state and federal legislators and regulators help the UTU lead the way in imposing adequate protections for transportation workers," Martin said.

"We have long spoken to carriers about improving on-duty safety and training for their front-line employees, but they ignore us. So, now we will work legislatively to gain the protections our members deserve while serving the public."

In May, a UTU member – Los Angeles County Metropolitan Transportation Authority bus operator **Alan Thomas** – was murdered aboard his bus by a passenger. In June, a passenger used a knife to threaten a Northstar commuter rail conductor in Minneapolis. There have been instances of armed thugs robbing freight train crews while trains were awaiting clearance onto or off main lines.

The fact is that, daily, UTU-member flight attendants, bus operators and passenger-rail conductors are subject to threats and abuse by passengers.



Executive Board member and former Idaho State Legislative Director George Millward, left, with Martin following Martin's talk to regional meeting attendees.

The UTU has already achieved two notable worker-safety mandates:

- The Federal Railroad Administration earlier this year published a final rule requiring that all new and remanufactured locomotives in road and yard service be equipped with a secure cab lock, and that climate control assure tolerable temperatures inside the cab when it is secure.

- The Department of Labor's Occupational Safety and Health Administration (OSHA) has imposed significant monetary sanctions against numerous railroads for retaliating against employees who report on-duty injuries and seek medical treatment. Martin reminded attendees that UTU designated legal counsel have pledged to investi-

gate and assist UTU members in bringing complaints under these laws. A rail employee may file a whistle-blower complaint directly with OSHA, or may contact a UTU designated legal counsel, general chairperson or state legislative director for assistance.

- The UTU is completing – with help from a federal grant – development of a training manual for front-line Amtrak employees that helps them recognize and react to potential terrorism threats and passenger abuses. Martin said new applications for federal grants to expand the program to airlines, bus lines, commuter and freight railroads is in progress.

- The UTU National Legislative Office is working with the UTU Bus Department to gain new mandates on minimum training and operator safety from Congress, state legislatures and localities.

"We will be ramping up these efforts, developing an accelerated legislative strategy to advance member safety and minimum training politically," Martin said. "Our objective is the best trained and safest work force in America."

Martin urged attendees to "take the lessons and experiences you gained in regional meeting workshops back to your members. Tell them what this union is all about, how it is the backbone of America's middle class, how strong we are and how the UTU has led the way and will continue to lead the way."

Around the UTU

Local 511, Atlanta

The third grade class of Miss Rachel Keown at Trinity Christian School in Sharpsburg, Ga., was treated to a railroad history and safety lesson in May by her uncle, former Georgia State Legislative Director **Howell Keown**. The students had been studying railroads for some time and Keown was invited to share his experiences. Keown said the 19 students already knew about the Transcontinental Railroad, the task of being a fireman, grade-crossings and other historic railroad events. "There were a lot of questions. It is good to know that the youth of our nation are still interested in safety and the future success of our railroads," Keown said.



Howell Keown talks railroadin' with Miss Keown and her third grade students at Trinity Christian School.

Local 887, Harvey, N.D.

Members of this CP (Soo Line – former Milwaukee Road) local have established a fund to benefit the family of conductor **Robert J. Glasgow**, 38, who died May 28 while setting out cars as part of a two-person crew at a CP yard. Glasgow began railroadin' on CP in 2005 as a track worker, transferring to train service in 2011. He had mounted the lead car of 28 cars being switched conventionally when it sideswiped other cars. He was pronounced dead at a local hospital. He is survived by wife Jenny Ann and children Jacob, Carter, Cole, Ethan and Kaylee. Donations should be sent to the Robert Glasgow Family, 709 Ninth St. N.E., Minot, ND 58703.

Local 1059, Minot, N.D.

North Dakota State Legislative Director **Jim Chase** presented a plaque of appreciation to former Legislative Rep. **Larry Schoenwald** for his years of service as chairperson of the state legislative board and to his local. Schoenwald retired last year after more than 35 years of railroad service.

Local 1137, Fargo, N.D.



North Dakota State Legislative Director Jim Chase, left, presents a plaque of appreciation to former State Legislative Director Marc Halvorson for his years of service to the board and to Local 1137 as legislative representative.

Local 1370, New York

Member **John Kaniuk** of this Amtrak local is asking all UTU members traveling to New York's Penn Station on layover, or who work out of New York, to stop by the New Jersey Transit crew room and participate in an ongoing 50/50 raffle to benefit a fellow railroader who is currently battling cancer. New Jersey Transit conductor **Alean Terry** is on medical leave and is currently in a New Jersey hospice. "She's only 44 years old. Please say a prayer for Alean and contribute what you can," Kaniuk asks.

Local 1440, Staten Island, N.Y.

Local Secretary & Treasurer **Vincent LaBella** announces the elevation of **Kevin Hughes** to the position of local president, GO SIR General Secretary **Joe Palmieri** to the position of local vice presi-



UTU Alumni Association member Mike Davis takes a self-portrait during his 328-mile Midwest river adventure on a pontoon boat.

Midwest river rendezvous 'just a beautiful thing to do'

UTU Alumni Association member **Mike Davis** can now add another occupation to his growing resume: first mate.

Davis, a retired railroad conductor, labor-management safety representative and inventor – he shares a joint patent for a rear-end locking glad hand for end-of-train devices that is still in use today and assisted in the design for a railroad lantern – recently completed a two-man, 328-mile river trip on his cousin-in-law's pontoon boat.

In April, he joined his wife's cousin, Jim Tibbett, for the nine-day trip of a lifetime.

The duo left Terre Haute, Ind., taking the Wabash River into the Ohio River, up the Cumberland River and across Lake Barkley. They then traveled down a canal into Kentucky Lake, then into the Tennessee River and back to the Ohio River. They exited the Ohio River at Paducah, Ky.

They made the journey in a 25-foot pontoon boat that Tibbett purchased and which Tibbett, Davis and others modified with a tarp roof and netting to protect them from leaping Asian carp.

"I was always wanting to make a river trip. I had talked to fellow employees about it, but once we were retired, they didn't want to," Davis said. "There were a lot of railroad bridges that I was interested in and wanted to photograph. The railroads have done so much for this area. The bridges were just beautiful, really something to see. It was just a beautiful thing to do," Davis added.

Tibbett wrote in a log that "Mike is a retired railroad worker. He spent many years working in a labor-management railroad safety program, a little fact that I did not know but soon found out. This is not a bad thing by all means, but I did not realize how many rules and regulations would come into play for this nine-day trip on the inland waterways. At this point, the one thing I can tell you is that we are going to look good as well as comply with all the safety and boating regulations on this voyage."

"I just went on the Internet and found out all the specifications to meet the Coast Guard's requirements," Davis said. "These rivers are nothing you want to fool with if you haven't done your research."

"The best part of the trip, I think, was on the Wabash River. The people are just so friendly. They came up to see what we were doing. They took us into town to buy food and fuel. Wouldn't take any money," he added.

A member of Local 1518 at Indianapolis, Ind., Davis still calls himself "a union man. I am grateful for the UTU and know I wouldn't be enjoying the retirement I am now without them."

To obtain a link to hundreds of Davis' photos and Tibbett's log online, email Davis at mwdavis@ma.rr.com.

dent and **Glen Mournet** to the position of alternate legislative representative. "Kevin brings much experience as former local vice president and secretary and we expect him to be a great leader. Joe has been fighting our members' rights as a member of

the general committee for the past two years and has displayed professionalism and leadership that all can be proud of. Glen has more than 20 years of experience as a conductor and will work well with Legislative Rep. **Richard Hahl** to protect the safety rights of our local members," LaBella said.

Local 1470, Edmonston, Md.

Amtrak conductor and UTU PAC contributor **Sobner Delia**, 58, graduated June 23 with a degree in political economy of labor and union leadership & administration from the National Labor College in Silver Spring, Md. He has been a member of the UTU since May 1, 1993.

Local 1563, Los Angeles

Some 600 mourners – including more than 300 coworkers and UTU officials – attended the funeral June 9 of slain Los Angeles County Metropolitan Transportation Authority (LACMTA) bus operator **Alan Thomas**, who was murdered May 20 by a lone passenger. Also in attendance were law enforcement officials, transit executives and political leaders and representatives of other labor organizations. Thomas was remembered by his children, spouse, parents and other relatives for his strong family ties, and mourned as a public servant "doing a job for a community" when he was gunned down in a still inexplicable homicide.

GO LIRR, Babylon, N.Y.

UTU members on the Long Island Rail Road hosted their annual golf classic May 14 at the Hamlet Wind Watch Golf & Country Club in Hauppauge, N.Y., Vice General Chairperson **Vincent Tessitore** reports. The event was a great success as friends and supporters of rail labor gathered together in unity to make a difference in their community. The event raised \$8,200 to help families on Long Island, N.Y., affected by autism, besting the more than \$6,500 raised in its first year. General Chairperson **Anthony Simon** expressed his sincere thanks to International President Mike Futhey and Assistant President Arty Martin for their visit to Long Island to support this great event, and thanks the members of his general committee on for all of their hard work.



Pictured, from left, are Tessitore, Simon, Futhey, U.S. Rep. Tim Bishop (Dist. 1, N.Y.) and Martin at breakfast prior to the golf classic.

UP GO 927, Tyler, Texas



The members of this Union Pacific committee of adjustment celebrated the retirement of Vice General Chairperson **Danny Rampy** May 31 with a gathering at Rudy's Barbecue, General Chairperson **Troy Johnson** reports. Rampy's service with UP began April 8, 1970, and concluded May 31. He also served as local chairperson of UTU Local 439 at Tyler, Texas. Pictured, from left, are Johnson, Rampy, Designated Legal Counsel **Michael Herzik** and Vice General Chairperson **Steve Simpson**.

Congressman praises UTU activism, vision

“People railing about labor unions are engaged in a war on the middle class,” U.S. Rep. Earl Blumenauer (D-Ore.) told attendees at the UTU regional meeting in Portland in June.

“In corporate America, shareholders can’t meaningfully vote and oversee corporate democracy, yet they have the gall to criticize [democratic labor unions],” Blumenauer said, adding that his father was an operating engineer and union member and taught him the importance of men and women “linking arms” at the ballot box “to make things better.

“How we put the process together matters because we’ve got to be smart” in how we elect lawmakers at the local, state and federal levels, he said.

Blumenauer, who holds quarterly transportation and infrastructure meetings in Washington, D.C., with stakeholders that include transportation labor, advocated increased public investment in transportation projects such as Amtrak, high-speed rail and transit.

He thanked UTU members, who, through the UTU National Legislative Office, “work with me and our allies to push back against my colleagues in Washington who say we don’t need strong federal investment in transportation and infrastructure.

“Now, more than ever, when interest rates are at an all-time-low, it’s time to rebuild and renew America. Your union is taking steps to be smarter and more organized. With your efforts, we can



Assistant National Legislative Director John Risch, left, and National Legislative Director James Stem, right, with Rep. Earl Blumenauer (D-Ore.) at the UTU regional meeting in Portland, Ore.

make sure [Congress, through increased federal investment] puts thousands back to work.

“We founded this country on the notion we are all in this together,” Blumenauer said. “Without the Pacific Railway Act, we would have never celebrated the 150th anniversary of the Transcontinental Railroad. We need to be more

tenacious to create a vision of rebuilding America and beat back [the forces] willing to borrow from China for tax cuts.”

In the House, Blumenauer is a member of the most powerful committees: the Budget Committee and Ways and Means Committee, which oversees Railroad Retirement and Social Security.

OSHA fines NS for retaliation against three workers

It is reasonable to wonder just how many millions of dollars in sanctions must be assessed against railroads by the federal government before they learn the lesson that employees are not the equivalent of number 2 pencils to be chewed on at will and discarded when convenient.

In the most recent comeuppance applied to Norfolk Southern by the U.S. Department of Labor’s Occupational Safety and Health Administration, sanctions totaling more than \$802,000 were imposed as punishment for violating the whistleblower protection provisions of the Federal Railroad Safety Act of 1970 as supplemented by the Rail Safety Improvement Act of 2008.

NS was found to have harassed, intimidated and ultimately fired three employees who reported and sought medical attention for on-duty injuries.

NS also was ordered by OSHA to expunge the disciplinary records of the three whistleblowers, post workplace notices regarding railroad employees’ whistleblower protection rights and provide training to its employees about these rights.

The latest OSHA fines – and there have been

Workers on M&NA ratify first contract

UTU-represented maintenance-of-way employees on Missouri & North Arkansas Railroad, who chose the UTU as their bargaining representative in January, have ratified their first collective bargaining agreement.

UTU Alternate Vice President Doyle Turner, who assisted with the negotiations, said these members now will join with other UTU-represented shortline employees in achieving “parity in wages, benefits and work rules in addition to the many other protections offered by union membership.”

Turner also heads the UTU’s shortline railroad initiative.

Missouri & North Arkansas Railroad, a Rail-America property, operates some 530 miles of line in Arkansas, Kansas and Missouri, with trackage rights over Union Pacific and connections with BNSF and Kansas City Southern. Its primary commodities include coal, grain, frozen foods, minerals, steel, chemicals and asphalt.



several in the past – against NS followed OSHA investigations in Greenville, S.C.; Louisville, Ky.; and Harrisburg, Pa., each showing, according to OSHA, “reasonable cause to believe that the employees’ reporting of their workplace injuries led to internal investigations and, ultimately, to dismissals from the company.”

OSHA does not release the names of whistleblowers. The Harrisburg employee was reportedly a conductor, the Louisville whistleblower an engineer and the Greenville whistleblower a maintenance-of-way employee.

“Firing workers for reporting an injury is not only illegal, it also endangers all workers. When workers are discouraged from reporting injuries, no investigation into the cause of an injury can occur,” said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels.

In 2011, OSHA, in hitting NS with sanctions of more than \$122,000, said NS’ culture of employee harassment and intimidation permitted the railroad to “maintain the appearance of an exemplary safety record and continue its 22-consecutive-year record as recipient of the E.H. Harriman Gold Medal Rail Safety Award.”

“Firing workers for reporting an injury is illegal and dangerous”

In the latest assessment of sanctions against NS, OSHA reported:

- A maintenance-of-way employee was charged with improper performance of duties after reporting an injury as a result of being hit by a NS highway vehicle. OSHA found he had been singled out and treated with bias.
- A locomotive engineer was charged with falsifying an injury and terminated after reporting he tripped and fell in a locomotive restroom. OSHA found the investigative hearing was flawed and orchestrated to intentionally support the decision to terminate the employee.
- A conductor was charged with making false

and conflicting statements and terminated after reporting a head injury sustained when he blacked out and fell down steps while returning from the locomotive lavatory. OSHA said the employee had previously been lauded for excellent performance, highlighted by no lost work time due to injuries in his 35-year career. OSHA again found that the hearing was flawed, and there was no evidence the employee intended to misrepresent his injury.

The Federal Railroad Safety Act of 1970 extended whistleblower protection to employees retaliated against for reporting an injury or illness requiring medical attention. The Rail Safety Improvement Act of 2008 added additional requirements ensuring injured workers receive prompt medical attention. Prohibitions were imposed by Congress in an effort to end a culture that placed the winning of safety awards and year-end managerial bonuses as a higher priority than treatment and prevention of injuries.

TSA sets new TWIC renewal policy

The Transportation Security Administration (TSA) has established a new policy on renewals of the Transportation Worker Identification Credential (TWIC) – a tamper-resistant biometric worker-access pass – which is required of rail crews entering maritime ports.

Beginning Aug. 30, U.S. nationals holding TWICs set to expire on or before Dec. 31, 2014, can avoid the regular five-year renewable process by obtaining a new three-year card.

The replacement card will expire three years after the expiration of the TWIC card it is replacing, cost \$60, and require only one trip to the enrollment center when it is ready to be activated and collected.

TSA said that while the process is simpler and less expensive, the card provides the same access as the traditional five-year card.

Some 6,500 rail employees currently hold a TWIC. Obtaining a TWIC requires submitting to a FBI background check and completion of a security threat assessment.

To read the new policy, as published in the Federal Register, go to www.utu.org and search for “TSA.”



"It's probably true that the union movement was a big factor in our having a largely middle-class country. The destruction of unions is an important factor in our no longer being a middle-class country." – Nobel Prize winning economist Paul Krugman

Fight assault on organized labor at the ballot box

Each of us should be furious over the assault on labor and the middle class by anti-union political extremists and their conservative financial backers. We should also be eager to head to the polls Election Day in support of labor-friendly candidates.

Our aggressors assert their agenda is to reduce budget deficits, but their real aim is to destroy labor unions.

Consider Wisconsin, where the extremist governor and conservative-majority legislature curtailed collective bargaining rights of public employees. "We can't afford it," Gov. Scott Walker said, even though Wisconsin's public employee unions were prepared to negotiate changes in public employee pen-



Officers' Column

By *UTU International Assistant President*

Arty Martin

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

AFL-CIO, whose strong legislative voice has long been a beacon of hope for working men and women seeking equality, fair dealing and safety in the workplace. Our adversaries know full well that fewer union members means weaker labor unions.

In Indiana, a conservative governor and state legislature passed a right-to-work (for less) law, asserting

enue per employee at S&P 500 companies soared from \$378,000 in 2007 to \$420,000 in 2011 – and greater

corporations and their senior executives. But we can go to the polls in greater numbers on Election Day and cast ballots for labor-friendly candidates.

We all have political issues we are passionate about, but the bottom line is to protect your job security, wages, benefits, working conditions and retirement when you vote.

Please ensure you and your eligible family members are registered to

Our aggressors assert their agenda is to reduce deficits, but their aim is to destroy labor unions

sion and health care plans.

The real agenda was destruction of labor unions.

Indeed, months following passage of the Wisconsin law, the *Wall Street Journal* reported that state-worker membership in the American Federation of State, County and Municipal Employees plummeted from 62,818 to 28,745, a drop of 54 percent, which adversely affects the union's financial ability to pursue grievances and other activities important to worker safety and quality of life.

As union membership falls, so tumbles the financial strength of the

no worker should be forced to belong to a union even if a majority of workers voted for representation. Imagine if the Indiana legislature also allowed individual citizens to opt out of paying state taxes.

In dozens of states and in Congress, political extremists – backed by the wallets of corporate executives and wealthy conservatives — are pursuing tactics intended to weaken and destroy organized labor.

It is those who fund attacks on labor who benefit most. The *Wall Street Journal* boasted that as companies shed jobs and held down wages and worker benefits, corporate rev-

profits. Increase in corporate executive pay and bonuses followed.

Unions and their members cannot match the political contributions of

vote on Election Day. If you don't vote your paycheck, it may be the first casualty after the November elections.

If you do not vote your paycheck, it may be the first casualty after the November elections



utunews@utu.org

Mike Futhey, International President
president@utu.org

Arty Martin, Assistant President
asstpres@utu.org

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

James Stem, National Legislative Director
jamesastem@aol.com

Contact the UTU:

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

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

Coal vital in America's energy future

Coal is America's most abundant source of energy, helping reduce our nation's dependence on imported oil.

Coal also means jobs, with almost one in every five freight rail jobs dependent on transporting coal. Coal also means high-paying jobs for coal miners, power plant workers and the building trades, who build, maintain and update coal-fired generating plants.

Troubling is that coal – and this means American jobs – is under attack within the Environmental



Officers' Column

By *National Legislative Director*

James Stem

(202) 543-7714; utunld@aol.com

electric power industry, rail labor and other labor organizations agree there is a better way to improve air quality than regulations so stringent that coal production would plum-

bon dioxide emissions from new coal-fired generating plants.

A coalition of unions, including the UTU, are members of Union Jobs and the Environment (www.ujae.org), working to ensure coal remains an important part of America's energy mix.

Environmental science is complex.

rable reductions in harmful emissions while protecting rail and other coal-related jobs. Our mission is to educate decision makers and opinion leaders as to the costs of acting without considering economic impacts and alternatives that are equally effective in improving air quality.

We support a new approach by the Obama administration that has awarded federal research funds to nine universities to develop new clean-coal technologies that will permit the continued use of American coal. We are disappointed that the amount of research dollars is not significantly greater.

Coal loadings are second only to trailers and containers in the number of carloads hauled by railroads. Some

One in five freight-railroad jobs is dependent on the transportation of coal

Protection Agency and from some in Congress who want to impose such stringent new emissions regulations that as many as one-third of our coal-fired power plants could be closed and no new ones built. That puts thousands of jobs on the line.

This debate will continue until the process is discovered to allow carbon-dioxide gases from coal to be captured and used productively.

Railroads, coal producers, the

met and large numbers of coal-related jobs would disappear.

The UTU's National Legislative Office and state legislative directors are working with these allied interests to educate federal regulators and Congress on the issues and explain the harm that could come to rail employment, the Railroad Retirement system and other segments of the American economy from stringent new regulations limiting car-

UTU supports the funding and development of clean-burn technologies for coal

Seldom do solutions proposed by environmental scientists weigh economic considerations, such as the impact on American jobs from limiting the use of coal by electric utilities.

Other environmental scientists propose a more balanced and flexible approach that would achieve compa-

45 percent of railroad tonnage is represented by coal, which does more than provide low-cost energy and American energy security.

Coal means high-paying jobs with benefits, and the UTU is working diligently with our partners to protect those jobs.

State Watch News from UTU State Legislative Boards

Indiana

Jim Ball Jr., who serves the members of Local 687, Elkhart, as local chairperson, treasurer and legislative representative, is running for state senate in District 12.



Ball

Ball is running against Carlin Yoder, one of the authors of the right-to-work (for less) law that was recently passed by the legislature.

“As a father and as someone who served this community and country, I can no longer sit back and watch what’s happening in Indianapolis,” said

Ball. “Unfortunately, the general assembly, and the state senate in particular, has chosen to spend its time and our money on unnecessary legislation that seeks to divide us rather than creating economic opportunities for working families.

“I’m in this race because I want to restore some balance and some common sense to the state-house so we can get more people back to work,” Ball said.

For more information on Jim Ball or his campaign call (574) 361-6156 or email “Hoosiers4JimBall@gmail.com.”

Washington



Long-time Washington state legislative director **Larry McKillip** has retired. Above, McKillip, left, is presented with an engraved pocket watch to honor his 49 years of railroad and union service by Union Pacific (GO 953) General Chairperson **Brent Leonard** as newly elected State Legislative Director **Herb Krohn** looks on.

Wisconsin



UTU International President Mike Futhey and Sheet Metal Workers International Association General President Joe Nigro were in Wisconsin for the vote count. From left are General Chairperson Jim Nelson (GO 261); Wisconsin Legislative Board Secretary Chris Tassone (Local 581); Futhey; Wisconsin State Legislative Director Craig Peachy, and Nigro.

While a recall of the governor – the architect of anti-union legislation – was not successful, voters in June did return control of the state senate to labor-friendly Democrats by recalling an anti-union senator. It was the senate last year that gave final passage to a bill curtailing collective bargaining rights for Wisconsin public employees and included provisions to weaken organized labor.

National Legislative Director James Stem called the efforts a “dress rehearsal for congressional and state elections in November, identifying strengths we will build on in November to install more labor-friendly lawmakers in Congress and state legislatures.”

The United States



State legislative directors, UTU and SMWIA officials at the Portland regional meeting.

State legislative directors met at the UTU’s Portland regional meeting for their quadrennial meeting. The UTU Constitution provides that the state directors meet every four years to elect officers to the National Association of State Legislative Directors and conduct other pertinent business.

Elected to head the association was Pennsylvania State Legislative Director **Don Dunlevy**. Florida State Legislative Director **Andres Trujillo** was elected vice president, Oregon State Legislative Director **Randy Russ** was elected secretary and Kansas State Legislative Director **Ty Drago** was elected treasurer.

The state directors heard from UTU/SMART leaders including Sheet Metal

Workers International Association President Joe Nigro, UTU International President Mike Futhey, UTU Assistant President Arty Martin, SMWIA Director of Railroad and Shipyard Workers Larry Holbert, UTU National Legislative Director James Stem and UTU Alternate National Legislative Director John Risch.

“Some 16 new state legislative directors were elected this spring and this was a good opportunity for them to interact with other state legislative directors and union leadership,” Risch said. “Much discussion centered on how to operate state legislative boards at peak efficiency and for the maximum benefit of union members and their families.”

Georgia



The Georgia State Legislative Board held its reorganization meeting recently and **Matt Campbell** (Local 1031, Savannah) was elected state legislative director. **Jim Finley** (Local 1261, Atlanta) was elected assistant state legislative director. **Jimmy Stewart** (Local 1910, Macon) was elected chairperson; **Bernard Gray** (Local 1033, Atlanta) was elected vice chairperson; **Mike Parker** (Local 535, Macon) was elected vice chairperson, and **Steve Wiley** (Local 674, Augusta) was elected secretary.

Pictured, left to right, are **Kris Overstreet** (L-998, Waycross); **Ed Chambers** (L-941, Columbus); Campbell; Finley; Wiley; **Jeff Vanlandingham** (L-511, Atlanta); Gray; **Gary Whitt** (L-1971, Atlanta); **Patrick Folsom** (L-1263, Valdosta); Stewart and **Jay C. Roy** (L-1245, Atlanta). Not pictured are **Michael Branam** (L-1790, Fitzgerald), **Jarvis Jackson** (L-1598, Manchester) and Parker.

South Carolina

The State Legislative Board recently held its reorganization meeting in the state capital of Columbia to elect officers and discuss items of importance to UTU members and their families. **Jack Ramsey Jr.** said he was “deeply honored” by being re-elected by acclamation for a fifth term.

Standing (left to right) are: **Will Ferguson** (L-970, Abbeville), **Steve White** (L-1814, Spartanburg), **Steve Cox** (L-931, Greenville), **Robert Walker** (L-407, Charleston) and **Marc Scarborough** (L-942, Florence). Seated (left to right) are:



Gary Walls (L-793, Columbia, assistant state director) and Ramsey.

International Officers



Local Legislative Rep. Charles Jones (1886), third from left, greets General Secretary & Treasurer Kim Thompson, International President Mike Futey and Assistant President Arty Martin at the closing session of the meeting.



Like father, like son. Kansas State Legislative Director Ty Drago (1503), right, has followed in his father Nile's footsteps and has become active in union affairs. Nile currently serves as chairperson of the UTU's Transportation Safety Team.



Local Chairperson Richard Madrid (1637) takes time to speak with Designated Legal Counsel Steve Young during a break in the "No Rules" workshop. The always-popular workshop by Young and arbitrator Dr. Francis Quinn was standing room only.

Portland Local Committee

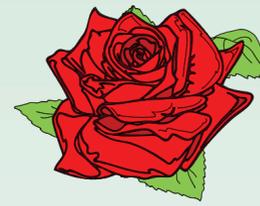


Local officers who live in or near the regional meeting host city volunteer their time to assist UTU International staff before, during and after a regional meeting. This year's committee members were, from left, Alternate Vice President - Bus Brian Donald (161), Alternate Legislative Rep. Martin Heller (1637), Assistant State Legislative Director Greg Boam (471), Oregon State Legislative Director Randy Russ (283), Local Chairperson Larry Romine (473) and Local Chairperson Bart Doem (283).



Portland

UTU/UTUIA 2012 Regional Meeting



UTU Vice Presidents John Lesniewski, left, and Delbert Strunk, right, get acquainted with SMWIA's Larry Holbert, who serves a director of railroad and shipyard workers. More than 2,000 SMWIA members are employed by U.S. freight and commuter railroads.



Local Chairperson Doug Scott (1780) and Local President Travis Rogers (1780) introduce themselves to SMWIA General President Joe Nigro (far right) and Assistant to the General President, SMWIA, Rich McClees (far left) at the Tuesday evening "Streets of Portland" theme party.



Legislative Rep. Jonathan Carlson, Tyler Rock and Ryan Haug, all members of Local 40 at Denver, Colo., attend the Wednesday luncheon in full uniform. The three pilots, employed by Great Lakes Airlines, all hold the rank of captain.



Nicole Schultz, Local Chairperson Kristian Willis (1117) and Local President Brian Erickson (1117) relax at the Tuesday evening theme party. Schultz is the fiancée of Nevada State Legislative Director Jason Doering.



UTU's Director of Organizing Rich Ross is flanked by granddaughters Morgan (left) and Madelyn Strahlman at the regional meeting's Sunday night welcome reception.



Newly elected Vice Local Chairperson Greg Brown (257) and his wife, Halee, enjoyed meeting new friends at the Tuesday evening theme party as they attended their first regional meeting.



Auxiliary International Secretary & Treasurer Cindy Milbourn, spouse of Local Chairperson Bob Milbourn (1366), displays a child's shirt from American Products that was available at the UTU store.



GO 953 Vice General Chairperson Rob Warth (265), left, meets with Legislative Rep. Tim Alexander (1532) and his wife, Jennifer, at the "Streets of Portland" theme party.



GO 927 Vice General Chairperson Steve Simpson and fiancée Kelli Parsell dance the night away after Parsell accepted Simpson's marriage proposal Tuesday evening.



SMWIA General President Joe Nigro, left, and International President Mike Futey, third from left, present U.S. Rep. Earl Blumenauer (D-Ore.) with a UTU clock at the opening session. Also pictured is master of ceremonies Ed Carney.



Members of the UTU Auxiliary gathered in the ballroom foyer of the Portland Hilton for this snapshot during a break from the Auxiliary's continental breakfast and program. The program included presentations by Auxiliary International President Mae Parker and other Auxiliary officers, as well as visits from UTU International President Mike Futey, SMWIA General President Joe Nigro and other UTU International officers.

UTU PAC



Local Chairperson James Ball (194), far left, and Utah State Legislative Director Jay Seegmiller (166) were talking political strategy when this photo was snapped in front of the UTU PAC pledge table. Both officers are running for political office in this fall's elections. Manning the PAC pledge table are Pennsylvania State Legislative Director Don Dumbley (1074) and Oklahoma State Legislative Director Dennis Scholle (1042), far right.



Local Chairperson and National Labor College hazmat staff peer trainer Yvonne Hayes (1138) looks on as Legislative Rep. Bobby Englishbee (1524) surveys choices to make following a simulated hazardous materials derailment on a computer tablet.

Bus Workshops



Bus General Chairperson Helaine Parsons (1558), employed by Rockland Coaches, Inc., of northern New Jersey, uses her break time to discuss collective bargaining issues with Federal Mediation and Conciliation Service Commissioner Connie Weimer (center) and Bus Vice President Bonnie Morr (right). Workshops available to bus members included Workers' Rights, FMCS Bus Training Parts I and II, Expanding Our Horizons (organizing), Situational and Security Awareness and an Open Bus Forum.

UTUIA



UTUIA Field Supervisor Serge Decoste, left, explains the specifics of a UTUIA whole life policy to Local President Fernando Aranda (1563), a bus member employed by the Los Angeles County Metropolitan Transportation Authority (LACMTA).

UTU
Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Group works to honor seniors' wishes

We've all had a wish; one thing we have longed to do, but never have. Perhaps it was put on hold to join the service, to provide for a family, or take care of a loved one.

That wish may not be at the top of our minds, but it never really goes away, either.

The organization "Wish of a Lifetime" (WOL) works to make these dreams come true for senior citizens age 65 and over.

WOL, a nonprofit organization, was established in 2008 by two-time Olympic skier and former NFL football player Jeremy Bloom as a way to grant the wishes of a lifetime to deserving seniors throughout the United States.

"At WOL, we believe that most seniors have one thing in their life that they have always wanted to do or experience," spokesperson Carrie Packard said. "However, and for many different reasons, often times they never get to experience these dreams. Through WOL, and with your support, we will make those wishes come true, contributing to an American cultural change that honors and celebrates the lives of our elders."

Each wish is as unique as the recipient, Packard said, and wishes fall into four major categories: Honoring service, renewing and celebrating passions, fulfilling lifelong dreams, and reconnecting loved ones.

"No wish is too big or small, but the basic ten-



ant is that the wish is life enriching and born out of a compelling story," Packard said.

"A wish holds value beyond a passing desire or casual thought; it is a dream, a lifelong goal or meaningful component that has been missing from the recipient's life."

A sampling of recent wishes include WWII veterans visiting the war memorials and Arlington National Cemetery in Washington; a 105 year old and her 82-year-old daughter visiting the Garden of the Gods in Colorado; a visit to the Indianapolis 500; a trip back to a hometown to visit siblings and their families; and a trip to a fraternity reunion.

To learn more about wishes granted, to nominate someone for a wish or support the foundation, visit www.seniorwish.org.

RRB honors retired Ala. SLD Clements



Clements (left) and Core

Mike Core, manager for Network 6 of the Railroad Retirement Board, recently presented **Ron Clements**, retired Alabama state legislative director, with a certificate of appreciation signed by Railroad Retirement Board Labor Member Walt Barrows.

Clements was honored at the June meeting of Local 622, Birmingham.

The certificate reads: "In honor of your long and valued service to the rail labor community and with deep appreciation of your unwavering support of the U.S. Railroad Retirement Board and its employees." Core said in his 20+ years of service he has only recommended three people for this award.

"More often than you may realize, you were a trusted source of information, support and comfort and I'm confident your good work will be long remembered," Barrows said of Clements.

Deadline nears for fall foliage cruise

The deadline to sign up for a UTU-sponsored fall foliage cruise up the East Coast is approaching.

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 \$699 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
2	Johnson, Robert D.	Wauseon, Ohio	630	Chaffin, Golden N.	Proctorville, Ohio	1291	Williams, James	Birmingham, Ala.
14	Parsley, William J.	Hamilton, Ohio	631	Weller, H.	Boerne, Texas	1328	O'Neil, John M.	Louisville, Ky.
20	Fowler, John H.	Vidor, Texas	632	Fasick, Robert J.	Altoona, Pa.	1344	Kaip, Nick F.	Detroit Lakes, Minn.
113	Jordan, Jackie D.	Pinetop, Ariz.	645	Koerber, J.B.	Holbrook, N.Y.	1405	Kynion, Everette E.	Marine, Ill.
195	Lisenbee, Beryl A.	Rushville, Ill.	645	Tomaselli, Frank J.	Roslyn Heights, N.Y.	1405	Martin, Charles C.	St. Louis, Mo.
202	Nelson, Glen M.	Pueblo, Colo.	662	Wilson, Wesley R.	Powhatan, Va.	1422	Scavo, Wilson	Fullerton, Calif.
212	Gaudin, Lawrence F.	Nokomis, Fla.	663	McLean, Allan R.	Brownville, Maine	1477	McQueen, Charles J.	Livonia, Mich.
225	Socha, Martin P.	Macedonia, Ohio	750	Seymour, Clyde W.	Knoxville, Tenn.	1477	Shew, Thomas J.	Battle Creek, Mich.
226	Burlison, Thomas C.	Dublin, Texas	756	Peralta, Cesario J.	Corpus Christi, Texas	1501	Palmisano Sr., Frank J.	New Orleans, La.
240	Herdman, Roy J.	Lynn, N.C.	816	Saxton, James T.	Hershey, Pa.	1518	VanScoyk, Earl S.	Terre Haute, Ind.
312	Hyllested, Richard J.	Lakeville, Minn.	830	Simone, William L.	Lebanon, Pa.	1563	Morris, James W.	West Covina, Calif.
324	Lewis Sr., Robert H.	Kent, Wash.	866	Minard, Levi L.	Ingram, Texas	1565	Harris, Paul L.	Lancaster, Calif.
328	Albert, Freeman	Hamden, Conn.	911	Menning, Percy A.	St. Paul, Minn.	1571	Davis, Loren E.	Justin, Texas
407	Atkins, Henry V.	Moncks Corner, S.C.	942	Poston, Samuel J.	Johnsonville, S.C.	1594	McCloskey, Walter L.	Springfield, Pa.
432	Wooldridge, Guy F.	Champaign, Ill.	1006	Liming, William J.	Core, W. Va.	1594	Ziegenfuss Jr., Vance	Denver, Pa.
453	Armstrong, Willie	Greenwood, Ind.	1007	Rufa, Anthony	Spring Hill, Fla.	1709	Fretenborough, J.H.	Kenosha, Mich.
486	Wychanko, William J.	Dickinson, N.D.	1011	Weatherly Jr., Wade H.	Hamlet, S.C.	1831	Corcoran Jr., John J.	Spring Hill, Fla.
498	Dalton, Thomas W.	Whitehall, Pa.	1074	Hooks, Elmer H.	New Brighton, Pa.	1883	Livesay, William O.	Vandalia, Ill.
511	Deal, Eugene A.	Douglasville, Ga.	1074	Saulsbury, Ronald G.	Portage, Pa.	1892	Havel, Anton A.	Houston, Texas
524	Slider, Lewie C.	Jacksonville, Texas	1092	Clary, Robert W.	Fairfield, Texas	1957	Scott, Allen J.	Silsbee, Texas
586	Mullen, Charles L.	Willard, Ohio	1129	Nelson, Terry L.	Randleman, N.C.	1962	Fitts, Ben E.	Ironton, Ohio
610	Warble, William H.	Dundalk, Md.	1129	Stutts, Edward P.	Garner, N.C.	1963	Norton, John R.	Springfield, Mo.
627	Stice, Lloyd L.	Lincoln, Neb.	1175	Privette, Donald E.	Duluth, Minn.	1978	McCloskey, John L.	Palm Bay, Fla.



Accidents can happen to anyone, at any time

Protect yourself and your family from accidents, on and off the job, for less than \$1 per day

The UTUIA's accident indemnity plan provides you with money when you need it most: when you've had an accident and cannot work.

Benefits are paid for emergency treatment; hospital confinement; exams; physical therapy; ambulance service, and more.

Use the money for whatever you want: mortgage payments; car payments; medical expenses. **The choice is yours.**

The UTUIA offers two levels of benefits; you choose the level of protection you and your family desire.

- ▶▶ **All benefits are paid directly to you.**
- ▶▶ **Benefits are paid at full value, regardless of any other insurance you have.**
- ▶▶ **Benefits will never be reduced.**
- ▶▶ **Your premium does not increase with age.**
- ▶▶ **You will never be singled out for a rate increase.**
- ▶▶ **Guaranteed renewable to age 80.**
- ▶▶ **No physical required.**



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

Call the toll-free number above, email the address above, or send in the coupon at right to request a plan benefit brochure. Certain conditions and exemptions may apply.

I would like more information, please

I would like to learn more about UTUIA's accident indemnity plan.
(Please print)



Full name _____ Date of birth _____ UTU local number _____
 Address _____ City _____ State _____ ZIP _____
 Telephone number with area code _____ Sex Male Female

Mail to: UTUIA, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333

07/12

Saunders named UTUIA volunteer of the year

Kamron "K.T." Saunders has been named the United Transportation Union Insurance Association's volunteer of the year for 2012.

Saunders, a member of Local 508 in Smithville, Texas, is a locomotive engineer on Union Pacific. He serves his union as assistant state legislative director, local chairperson, local legislative representative and delegate.

As legislative representative, Saunders has worked to increase UTU PAC donations from his local, earning it the fourth-highest rank in the country for 2011, with an average \$12.02 per member per month in UTU PAC donations.

He also serves as president of the Smithville Independent School Board and is a member of the Smithville Volunteer Fire Department. He also serves on the board of directors of the Smithville Jamboree Celebration Committee, which puts on an annual fair to raise money for scholarships.

This past year, Texas suffered a history-making drought. When wildfires threatened the area, Saunders took two weeks off from work to fight the fires, and then fought them, as time permitted, for another two weeks.

These wild fires were some of the most devastating in the history of the Bastrop and Smithville, Texas, areas, and Saunders "showed real compassion for his fellow man in helping to fight these fires," Texas State Legislative Director Connie English said.

"Saunders is always there when someone needs a helping hand," said David Fehlker, secretary & treasurer of Local 508, who nominated Saunders. "He truly deserves being the UTUIA volunteer of the year."

Saunders, who was honored at the recent regional meeting in Portland and who was awarded a \$1,000 annuity from the UTUIA, said he was "very surprised" that he was nominated and won the award. "I am humbled and honored," he said.



UTUIA volunteer of the year Kamron Saunders, left, receives his award from UTU International President Mike Futely.

UTUers participate in bus, light-rail competitions

The American Public Transportation Association (APTA) sponsors annual bus and rail transit rodeos designed to encourage excellence and professionalism among bus and rail transit operators and mechanics.

In the APTA International Rail Rodeo in Dallas in June, two UTU Local 1565 members – **Sheila Celestain** and **Carolyn Kelly**, both employed by the Los Angeles County Metropolitan Transportation Authority (LACMTA) — placed third. Thirteen rail public transportation teams from across North America competed, demonstrating professional skills including train operation and knowledge of safety regulations, train equipment, track right-of-way rules and procedures.

Celestain, of Long Beach, Calif., is a 22-year UTU member; and Kelly, of Compton, Calif., has been a UTU member for 24 years. They both are veterans of the LACMTA light-rail Blue Line, running north-south between Long Beach and downtown Los Angeles. The Blue Line is the oldest and second busiest of five light-rail lines in Los Angeles and carries more than 26 million passengers annually.

Seven UTU members representing bus operators and mechanics competed in the APTA International Bus Rodeo in Long Beach, Calif., in May.

Bus operators and teams of mechanics vie in separate competitions involving safe driving skills and maintenance disciplines.

Representing the Charlotte Area Transit System (CATS) maintenance and mechanics division were UTU Local 1596 members **Troy Andrews** (Charlotte, N.C., a six-year UTU member and now a CATS supervisor), **William Belcher** (Gastonia, N.C., a three-year UTU member), and **Craig Patch** (Salisbury, N.C., a 15-year UTU member).

The UTU CATS team placed 14th among 31



Celestain



Kelly

entrants. There is a NASCAR pit-crew element to the maintenance competition, as the three team members must coordinate activities flawlessly with stopwatch precision. "I have competed at six or seven national competitions, and because of turnover, I have never competed with the same team twice, which makes it tougher," Patch said.



Andrews, Patch and Belcher

CATS operates more than 300 buses on 70 bus routes carrying 22 million passengers annually.

Representing CATS in the 35-foot bus division was Local 1715 member **Lonny Earnhardt** of Granite Quarry, N.C., a one-year UTU member.

Representing the LACMTA in the 40-foot operator division was Local 1563 member **Mark Holland** of Northridge, Calif., a 29-year UTU member. The LACMTA operates the second largest fleet of buses in the United States (behind New York City), with more than 2,000 buses carrying almost 360 million passengers annually.



Ruiz



Mayen

Representing Montebello Bus Lines in Montebello, Calif., was **David Ruiz**. Montebello bus operators, mechanics, service employees and store keepers voted UTU "yes" in May. The municipal bus line transports some eight million passengers annually in areas east of Los Angeles.

Representing Santa Monica, Calif., Big Blue Bus in the 40-foot operator division was Local 1785 member **Oscar Mayen** of Van Nuys, Calif., a 12-year UTU member. Big Blue Bus serves the west side of Los Angeles and operates more than 220 buses carrying more than 10 million riders annually.

Affordable Care Act eliminates many copays

UTU members with questions on how the Affordable Care Act will affect them and their families should visit the websites of their health care insurance carriers.

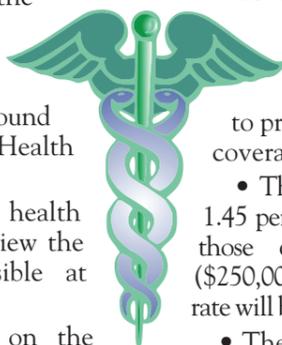
For UTU members covered under the national railroad medical, prescription drug, dental, vision, and life insurance benefits plans, links to your health insurance providers' websites can be found at www.utu.org by clicking on the "Health Care" link at the top of the home page.

In addition to accessing the UTU health care web pages for information, also view the Railroad Information Depot, accessible at <http://www.rrinfodepot.com/>.

Following is general information on the Affordable Care Act:

- Those with health care insurance will continue to be covered under those plans.

- Those with health care insurance no longer will pay out-of-pocket for certain preventive care services when they are rendered by a network provider. The purpose is to promote wellness and reduce the high cost of treating and managing disease. For a list of preventive service covered, use the following link: www.healthcare.gov/law/about/provisions/services/lists.html.



"The Affordable Care Act now eliminates many of those copays. Our winning strategy will prove very beneficial to our members, who now will save out-of-pocket for many health care services while still having one of the lowest cost-sharing premiums in the public and private sectors."

Additionally:

- Employer plans will be required to provide uniform summaries of benefits and coverage to participants.

- The Medicare hospital insurance tax rate of 1.45 percent per paycheck remains unchanged for those earning less than \$200,000 annually (\$250,000 for married couples filing jointly). The tax rate will be raised only for those with higher incomes.

- The Affordable Care Act ensures your right to appeal health insurance plan decisions – to ask that your plan reconsider its decision to deny payment for a service or treatment.

- It also contains a new Patient's Bill of Rights, which can be accessed at the following website: www.healthcare.gov/news/factsheets/2010/06/ac-a-new-patients-bill-of-rights.html.

FRA seeks to improve Northeast Corridor

The Federal Railroad Administration said it is preparing an environmental impact statement to evaluate potential passenger rail improvements on the Northeast Corridor linking Washington with Baltimore, Philadelphia, New York and Boston.

This is one of numerous initiatives as part of the Northeast Corridor Future program that will define current and future markets for improved rail service and capacity on the corridor, develop a plan to meet those needs, and create a regional planning framework to engage stakeholders. An investment plan will follow.

To learn more, go to www.NECfuture.com.

- Dependents will remain covered by their parents' health care plans until age 26.

- Insurance companies no longer may deny health care due to pre-existing conditions or cancel coverage for people who become sick.

- No longer are there lifetime dollar limits on health care benefits.

- Retirees covered by Medicare already have saved \$3.7 billion on prescription drugs in the Part D "donut hole" since the law was enacted, and will continue to save on prescriptions as the "donut hole" closes over the next eight years.

As more information becomes available on how the Affordable Care Act affects UTU members and their families, it will be reported at www.utu.org and in the *UTU News*. Also, all the links above can be found at www.utu.org by clicking on "Health Care" at the top of the home page.

FRA eyes rule on Amtrak emergency preparedness

The Federal Railroad Administration has issued a notice of proposed rulemaking to clarify certain requirements of the existing emergency preparedness standards for passenger trains, and address issues that have arisen since the regulations were issued in May 1998.

The proposed rule would ensure railroad personnel who communicate and coordinate with first responders during emergency situations receive initial and periodic training, and are subject to operational efficiency tests and inspections.

The proposed new rule says railroads must:

- Develop procedures in their emergency preparedness plans addressing the safe evacuation of passengers with disabilities during an emergency situation.

- Specify new operational efficiency testing and inspection requirements for both operating and non-operating employees for railroads.

Dependents stay on plans; "donut hole" closes

This provision could prove a significant cost saver for UTU members covered by the national railroad health care plan because copays will be eliminated for many preventive health care services.

"When we entered the most recent round of negotiations with the carriers, our strategy was to hold the monthly cost-sharing premium under \$200 – rather than allow it to escalate to \$300 or more – in exchange for somewhat higher copays," said UTU International President Mike Futhey.



New surface transport law a mixed bag

A surface transport bill passed by Congress and signed into law by President Obama is a mixed bag for UTU members.

It's not all we wanted, but, maybe more important, it's not as bad as it could have been.

Given the polarization of this Congress, the Moving Ahead for Progress in the 21st Century – MAP-21 – is as good a new transportation authorization bill as we could have hoped for. It was passed by bipartisan majorities in the House and Senate June 29.

This is what MAP-21 does as it applies to bus, commuter rail, intercity passenger rail and freight rail:

- It increases federal expenditures for federal transit programs – bus and commuter rail – beginning in October and continuing through September 2014. Within those numbers, however, is a reduction in bus and bus-facilities spending, which is a victory of sorts since an earlier version sought to zero out such spending.
- It allows transit systems operating fewer than 100 buses in peak service to use a portion of their capital grants for operating expenses. This will allow money for smaller, cash-strapped systems

RRB distributes service statements

Each year, the U.S. Railroad Retirement Board (RRB) prepares a "Certificate of Service Months and Compensation" (Form BA-6) for every railroad employee who received creditable railroad compensation in the previous calendar year.

The forms were mailed to employees by the RRB in June.

Anyone with compensation reported in 2011 who has not received Form BA-6 by July 1, or needs a replacement, should contact the nearest RRB field office by calling the agency's toll-free number, (877) 772-5772.

Form BA-6 provides employees with a record of their Railroad Retirement service and compensation. The information shown is used to determine whether an employee qualifies for benefits and the amount of those benefits.

Employees can also request that printouts of their individual Railroad Retirement records of service months and compensation be mailed to them. A PIN/Password is not required to use this service. It can be accessed by visiting www.rrb.gov, moving the cursor over the "Beneficiaries & RR Employees" category and then clicking on "Request Service & Compensation History."

Any discrepancies in Form BA-6 should be reported promptly in writing to: Protest Unit-CESC, U.S. Railroad Retirement Board, 844 North Rush St., Chicago, IL 60611-2092. The employee must include his or her Social Security number in the letter.



tems to keep buses on the road and return furloughed drivers to work. But, sadly, larger bus systems do not gain such flexibility, even during periods of high unemployment.

• It extends a \$17-billion federal loan program for transit and freight rail operators, making, for example, up to \$350 million available to the Los Angeles Metropolitan Transportation Authority (LACMTA) for transit improvements.

• It grants authority to the Department of Transportation to create a national safety plan for all modes of public transportation, which will result in minimum safety performance standards for systems not currently regulated by the federal government. These safety performance standards will include establishment of a national safety certification training program for employees of federal- and state-owned transit systems.

• It requires the Federal Motor Carrier Safety Administration to establish a national registry of medical examiners within one year, and requires employers periodically to verify the commercial driver license status of employees.

• It provides 80 percent in federal match dollars for transit systems to develop and carry out state safety oversight programs. State oversight will include review, approval and enforcement of transit agency safety plans, including audits by the Federal Transit Administration.

• It scraps an attempt to eliminate overtime and minimum wage provisions for van drivers whose routes cross state lines.

• It strengthens Buy America requirements for all new bus and passenger-rail rolling stock and other capital expenditures, which means more American jobs.

• It leaves in place a requirement that positive train control be implemented on all track carrying passenger rail – commuter and Amtrak – by Dec. 31, 2015. It does, however, reduce the PTC installation requirement for freight railroads, providing that PTC be installed on fewer than 40 percent of main line trackage by Dec. 31, 2015, with 60 percent (freight only trackage) continuing to use existing train control systems.

• Importantly, it does not include a provision

sought by conservatives that would have blocked federal funds for operation of Amtrak's long-distance trains in 27 states, nor does it include a provision that would have had the same effect by denying federal funds for subsidizing food and beverage service on long-distance trains.

• Also, on the positive side for Amtrak, it provides a new federal grant program to improve or preserve Amtrak routes exceeding 750 miles, and it makes Amtrak eligible for other federal grants on corridor routes and funds intended to help ease highway congestion. Other Amtrak operating and capital grants are provided in separate legislation.

• A provision that originated in the Senate to eliminate almost 75 percent of Alaska Railroad federal funding and the \$6 million in congestion and air-quality mitigation funding for Amtrak's Downeaster train in New England was amended. The Alaska Railroad funding now will be cut by 13 percent in each of the next two years by applying a new funding formula, and the air-quality mitigation funding will continue for the Downeaster.

• It does not increase weight and length limits for trucks on federal aid highways – which would adversely impact rail traffic and rail jobs – but does allow an extension for current higher weights on some highway corridors while another study on the impact for liberalizing truck weight and length limits is conducted.

"Even though it has shortcomings from what we would have preferred, our members are better off with the compromise. Had there been no bill, we may have faced the undermining of public transportation by conservatives who want to push public transportation's expense to the fare box and those who can least afford it," said National Legislative Director James Stem.

Congress retains Essential Air subsidies

Of importance to UTU-represented Great Lakes Airlines pilots and flight attendants, Congress has scrapped an attempt by conservatives to eliminate the Essential Air Service program.

Great Lakes Airlines is the largest recipient of Essential Air Service grants, which helps keep flights operating to 120 communities in 35 states. Such assistance is seen as crucial to the economies of rural communities.

Congress has changed a provision of the program to require that Essential Air Service routes average at least 10 passengers daily and that no new communities be added to the program.



FORM BA-6 (6-12)

U.S. RAILROAD RETIREMENT BOARD
M. S. SCHWARTZ, W. A. BARRROWS, J. F. HEVER
MEMBERS

BA 9999 8282

JJ JONES
12 CENTRAL AV
CENTRAL CITY, IL

2011 CERTIFICATE OF SERVICE MONTHS AND COMPENSATION
SERVICE AND COMPENSATION REPORTED FOR PERIOD ENDING DECEMBER 31, 2011

YEAR	CREDITABLE COMPENSATION	SEPARATION ALLOWANCE/SEVERANCE PAYMENT		SERVICE MONTHS PROFILE*												TOTAL	
		TAXABLE AMOUNT	COMPENSATION AMOUNT	J	F	M	A	M	J	J	A	S	O	N	D		
2011	81,600.00			1	1	1	1	1	1	1	1	1	1	1	1	1	12
2010	78,000.00			1	1	1	1	1	1	1	1	1	1	1	1	1	12
2009	63,200.00			1	1	1	1	1	1	1	1	1	1	1	1	1	10
2008	12,300.00			0	0	0	0	0	0	0	0	0	0	0	1	1	02

* 1 = A reported month; 0 = A month not reported; D = A "deemed" month.

CREDITABLE COMPENSATION	SEPARATION ALLOWANCE/SEVERANCE PAYMENT		SERVICE MONTHS				EMPLOYEE CONTRIBUTIONS
	TAXABLE AMOUNT	COMPENSATION AMOUNT	REPORTED	DEEMED	MILITARY	TOTAL	
898,000.00			201	2	12	215	41,300.00

YOUR 2011 REPORTING EMPLOYER(S)
The service and compensation shown on this form for 2011 were gathered from a report(s) received from the following employer(s): MIDWESTERN RAILROAD COMPANY

RRB OFFICE SERVING YOUR AREA
122 MAIN STREET
CENTRAL CITY, IL 60000
PHONE (877) 772-5772

Always notify the Railroad Retirement Board if your address changes during the year.

Contact Palmetto for permission forms

If you need a family member or friend to call Railroad Medicare to inquire on a claim, update your address, or ask a specific question about your benefits, Palmetto GBA Railroad Medicare makes sure that your personal Medicare information is given out only to persons you have authorized.

If you call to ask questions about Part B Medicare, before Palmetto can answer your questions, you will always be asked to give your: Full name; date of birth; health insurance claim number and telephone number.

Medicare cannot release any specific information about your benefits to someone else unless you give your verbal or written permission.

Verbal permission has to be given over the phone at the time of each call. Written permission must include the following: The name of the person or group to whom information can be given; the specific types of information (data or records) that can be released; your signature and date you signed your name, and length of authorization (ongoing or one-time only).

If Palmetto does not have your verbal or written consent, it can only release very limited information.

If you have any questions, call Palmetto's Beneficiary Contact Center at (800) 833-4455 or for TTY, call (800) 377-4950.



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

JULY/AUGUST 2012

ISSN 0098-5937

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-



Please recycle

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 was taken by New Jersey Transit conductor **Dave Horner**, a member of Local 60, Newark, N.J. "The Amtrak train and the SEPTA train are entering the Holmes Interlocking at Holmesburg, Pa. The Amtrak train was traveling about 100 mph while the SEPTA train was stopped," Horner said.



www.utuia.org



The Official Publication of the United Transportation Union

Three UP railroaders die in fiery crash

Three Union Pacific crewmembers died June 24 in a head-on collision between two freight trains near Guymon, Okla., that produced a diesel fuel-fed fire so intense that the thick, black smoke could be seen for 10 miles. The fire burned for some 24 hours.

Dead are UTU member **Brian L. Stone** (Local 923), age 49, of Dalhart, Texas; engineer Dan Hall, 56, and engineer John Hall, 49 (no relation to Dan Hall).

Stone had been a conductor since September 2003. Both Halls were members of the Brotherhood of Locomotive Engineers and Trainmen.

Dan Hall is the cousin of Local 923 delegate **Randy N. Johnson**.

Conductor **Juan Zurita** (Local 923) jumped to safety and suffered only cuts and bruises.

Guymon is some 130 miles north of Amarillo, Texas, on the former Southern Pacific Golden State route linking El Paso with Kansas City. Union Pacific absorbed Southern Pacific in 1996.

The *Oklahoman* newspaper quoted National Transportation Safety Board member Mark Rosekind as saying that one of the trains – and he declined to specify which – failed to take a siding and that no signal or brake malfunctions were ini-



Stone



Dan Hall



John Hall

tially found based on preliminary analysis of event recorders recovered from rear locomotives.

"One train had the right of way," Rosekind said. "The impact left no survivable space in either [lead] locomotive."

Two members of the UTU Transportation Safety Team assisted NTSB investigators at the scene.

Stone is the fourth UTU member killed on duty in 2012.

Local 887 (Harvey, N.D.) member **Robert J. Glasgow**, 38, was killed May 28 in a switching accident near Kenmare, N.D.; and Local 1383 (Gary, Ind.) member **Michael M. Shoemaker**, 55, was killed in a switching accident Jan. 30 in Gary. Los Angeles County Metropolitan Transportation Authority driver and Local 1563 member **Alan Thomas**, 51, was murdered aboard his bus May 20.

Stone is survived by his wife, Cindy Stone of Dalhart, daughter Samantha Meredith of Georgia, daughter Sidonia Alo and husband Daniel of South Carolina, daughter Halee Stone of Amarillo, son Robert Lemley of Amarillo, and daughter Jade Stone of Dalhart, and many others.

Family requests memorials be made to the First Baptist Church of Dalhart, 1000 E. 16th St., Dalhart, TX 79022.

Inside this issue of the *UTU News*:



Congressman praises UTU activism, vision. See page 3.



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



Kamron Saunders named UTUIA volunteer of the year. See page 9.



Affordable Care Act eliminates many copays. See page 10.