

UTU News

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The Official Publication of the United Transportation Union



Which candidate earned your vote?

See the list of UTU-endorsed candidates inside

Vote your paycheck; vote for Barack Obama

If you don't look out for your paycheck, who will?

It won't be your employer and it won't be your neighbor.

And while the UTU certainly fights for your job security, better wages, improved benefits and safe working conditions, unions can't do it alone – especially if the president of the United States is an avowed labor-union hater.

There is a choice on Election Day – and it is a clear choice between voting for our paychecks or voting against them.

As Mike Owens, a Brotherhood of Railroad Signalmen general chairperson says, "We can't keep complaining about agreements that are lousy and continue to vote for people who stick it to us."

Owens, along with other brothers and sisters from Illinois – members of the BMWED, BLET, BRS and UTU – know Barack Obama from Obama's service in the Illinois state senate. They made a video to tell their story, and it can be viewed at www.utu.org by clicking on the Obama photo.



Retired UTU Illinois Assistant State Legislative Director John Burner says, "Every issue rail labor brought forward in the Illinois Senate, Barack supported. He had a 100-percent AFL-CIO and UTU voting record."

That record includes support for two-person crews, additional mass transit funding, labor protection, and workplace safety laws and regulations.

For two decades, Barack Obama has walked the walk in the Illinois senate and the U.S. Senate on behalf of working families.

By contrast, John McCain has said publicly that the right to unionize "is class warfare." Unlike Barack Obama, John McCain opposes "Buy America" provisions in legislation, and McCain voted in the Senate to gut rail and transit bargaining rights, and in favor of opening the U.S. border to Mexican operated trucks, buses and locomotives. McCain consistently has spoken and voted against funding for mass transit.

A vote for John McCain means eight more years of appointing anti-union federal judges, regulators and arbitrators – individuals who, in word and deed, view labor unions as an evil to be eradicated. Under eight years of the Bush administration, we have been witness to the disappearance of

tens of thousands of good paying jobs, an even greater elimination of health care benefits, and a non-stop assault on worker rights and workplace safety.

In a letter to UTU International President Mike Futhy, Barack Obama pledged to "preserve the sanctity of Railroad Retirement and

FELA and and push for a fair process to receive and maintain a commercial driver's license. My administration will push for Amtrak, commuter rail, and public transit system funding, ensuring strong employment levels well into the future.



"I am proud to stand with the UTU in our joint efforts to build an America that values the labor of every American and rewards it with a few basic guarantees – wages that can raise a family, health care if we get sick, and a retirement that's dignified," Obama wrote.

A vote on Election Day for Barack Obama is a vote for a president committed to improving the lives of working families. It is a vote for our paychecks during a time when too many American families are losing their paychecks, losing their health care insurance and losing their union representation.

The change Barack Obama supports is a change from eight dreadful years under the Bush administration and policies that John McCain has pledged to continue if elected.

If we don't vote for our paychecks on Election Day, you can be sure nobody else will. That, pure and simple, is why working families should vote for Barack Obama.

For more information on the contrasts between Barack Obama and John McCain, visit www.utu.org.

News and Notes

Two members dead in accidents

Two UTU members, UP conductor **Larry "Bennie" Williams**, 53, of Oklahoma City and CSX conductor **Tom Oliphant**, 46, of Philadelphia, were killed recently in separate incidents.

Williams, of Local 1016, Enid, Okla., was one of two UP crewmen killed Aug. 29 when their 76-car train, enroute from Wichita, Kans., to Fort Worth, struck a loaded propane tank truck.

The second crewmen was identified as Richard Pandarvis, the engineer. Williams and Pandarvis were pronounced dead at the scene. The truck driver died a few days later.

Oliphant, of Local 1373, Philadelphia, was killed Sept. 24. He reportedly got off his train and began to walk back to tie off brakes. He was struck from behind by a train while walking on the adjacent track. He was pronounced dead at the scene, The Philadelphia Inquirer reported.

Rail safety, Amtrak bills poised to become law

The House has passed, and, as the *UTU News* went to press, the Senate was poised to pass, the most comprehensive rail safety bill in more than 30 years – the Rail Safety Improvement Act of 2008.

Included in the bill is a separate congressional blueprint to protect Amtrak and expand intercity rail passenger service – the Passenger Rail Investment and Improvement Act of 2008.

To keep up to date on the bill's status – and to download and read the entire bill – visit www.utu.org.

The safety bill provides for certification of rail conductors, along with a minimum training requirement.

It also includes a prohibition against carriers interfering with medical treatment of injured employees, a mandate to install positive train control (PTC), and incentives for carriers to install electronically controlled pneumatic (ECP) brakes and switch position indicators.

Additionally, the safety bill provides for a reduction in limbo time, and requires at least two days off following each six-day work week.

It had appeared the safety bill was dead as Congress prepared to adjourn for the November elections. Then came a crash between a Los Angeles Metrolink commuter train and a Union Pacific freight train, killing 25, which the federal railroad administrator said would have been prevented had PTC been in use. Immediately, Congress was re-energized to move the dormant rail safety bill.

As for the Amtrak portion of the bill, it does not appropriate funds – something that must be done in separate legislation – but does encourage a five-year cumulative \$13.1-billion federal subsidy to Amtrak. The funds would help improve service along the Northeast Corridor between Washington, D.C., and Boston, and

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Around the UTU

Local 30, Jacksonville, Fla.

Secretary & Treasurer David K. Lee reported that three members of this local recently retired and that their fellow members wish them the very best. Former Local Trustee **Elvert M. Jones** retired May 31 with 38 years of railroad service; **Steven L. Lord** retired June 31 with 35 years of railroad service; and, **Luther A. Belcher** retired July 11 with 18 years of railroad service.

Local 471, Eugene, Ore.

Local Chairperson **Greg Boam** reported that retired Southern Pacific/Union Pacific conductor **Roger Nash**, who hired out in 1971, passed away in August at the age of 61, and retired brakeman/conductor **Sam Bashor** passed away at age 83.

Local 872, Omaha, Neb.

UTU Assistant President Arty Martin was honored by the mayor of Omaha in a Labor Day parade there attended by some 30,000, and including more than 75 floats and 1,000 participants. Although most labor organizations representing workers in the Omaha area participated, the UTU's Martin was singled out for the special honor. An official proclamation from the mayor was presented, declaring Sept. 1, 2008, as "Arthur 'Arty' Martin Labor Day."



Attending the Labor Day celebration in Omaha, from left, were Heath Mello, candidate for state legislature (Dist. 5), Carl Lorenzen, father of a UTU member and candidate for state legislature (Dist. 18), UTU State Legislative Director Ray Lineweber, Jeremy Nordquist, candidate for state legislature (Dist. 7), the Honorable Anne Boyle, chairwoman, Nebraska Public Service Commission, Martin, Rob Hubler, candidate for U.S. representative (Dist. 5), Jim Esch, candidate for U.S. representative (Dist. 1), Assistant State Legislative Director Bob Borgeson and Mike Boyle, Douglas County board of commissioners.

Local 982, Rochester, N.Y.

On Aug. 24, members from locals 292, 982 and 1007 held a fundraiser at the Back On Track Again Restaurant for Local Vice President **Donald B. Redhead**, who has been diagnosed with cancer. Additionally, more than 300 bikers from Harley-Davidson clubs in the area participated, Local Chairperson **Dave Murphy** said. Fellow employees have also established a "critical relief fund" with CSX Transportation for any employee who wishes to donate vacation days towards this cause. Vacation days, once donated, are cashed out to the benefit of Brother Redhead. Anyone wishing to make a donation to the fund should contact either Local 982 President **Dennis Powell** at (315) 656-3950, or Secretary & Treasurer **Mike Hoey** at (315) 253-6397.

Local 1075, Trenton, Mich.

Local Chairperson **Jason Reineke** reports that the local's Web site address has been changed. The site can now be found at utu1075.org.

Local 1168, Clovis, N.M.

This BNSF Railway local held its annual summer picnic on July 26, with food and funds contributed by Bar-S foods, the Auxiliary of the UTU and the designated legal counsel firm of Rossi, Cox, Vucinovich, Bremseth & Flaskamp. More than 200 members, their family members and retirees were fed, reported Legislative Rep. **Randy Dunson**, who also praised the efforts of "Chef **Buddy Blue**," the local's secretary & treasurer.

Local 1279, Greybull, Wyo.

Member **Jim S. Bryan**, who transferred here from Missouri, was in a rollover accident in his



Amtrak conductor Richard A. Morris completed a 56-mile "ultra-marathon" in fewer than 12 hours.

'Marathon Man'

An Amtrak train trip from Richmond, Va., to Washington, D.C., is about 118 miles and takes about three hours. But how long would it take someone on foot? Statistically speaking, Amtrak conductor **Richard A. Morris** could finish the journey – a trip he makes every other day – in fewer than 24 hours.

On June 15, Morris and running partner Philip Gibrall finished the grueling, 56-mile Comrades Marathon in the Kwazulu-Natal Province of South Africa in less than 11 hours and 25 minutes. And 33 of those 56 miles were uphill!

Morris, 56, took up running 26 years ago, primarily to drop a few pounds. As of today, he has competed in 15 marathons and is nearly 50 pounds lighter.

"I've run Boston several times, Philadelphia, the Marine Corps in Arlington, Virginia Beach ... and the New York City Marathon with 14 other Amtrak employees in 2001. That was a very special day as you might imagine. Overseas, I have run marathons in Iceland, Slovenia and Austria," Morris said.

The Comrades Marathon – or ultra-marathon as Morris described it – has been run every year since 1921, except for the years from 1941 through 1945, to honor the deaths and hardships suffered by soldier comrades in Africa during World War I. It is now the largest ultra-marathon in the world, with more than 11,000 runners this year, Morris said, explaining that an "ultra" is anything over the standard 26.2-mile marathon distance.

Morris and Gibrall, 59, read about the Comrades in June 2007 and decided to give it a go. They ran more than 1,000 miles in training between Jan. 1 and May 31. "It's a great motivation not only to have someone you can count on, but someone who is counting on you, also," Morris said.

Morris and Gibrall finished the race in 11 hours and 24 minutes, in positions 6,707 and 6,708, respectively. "There was a 12-hour cutoff, and we ran a conservative race, just wanting to finish," Morris said.

"It was incredibly tough – as much a mental race as a physical one. And although we didn't finish as fast as we would have liked, it was easily the most gratifying race I've ever run," Morris added.

A member of Local 1933 in Washington, D.C, Morris has been an Amtrak conductor for 22 years. He also serves as a trustee for his local.

jeep that has left him paralyzed, Vice Local Chairperson **Sandra K. Mueller** reported. Bryan is currently in the VA Medical Center in St. Louis, Mo., where he is being treated for his injuries. To help defray expenses to his family, the local has established a fund in Bryan's name at the American National Bank, 700 Big Horn Ave., Worland, WY 82401, Mueller said.

Local 1344, Mandan, N.D.

State Legislative Director **John Risch**, on Sept. 18, participated in a debate on the University of Mary campus in Bismarck between

supporters of Barack Obama and John McCain. Risch represented the Obama camp, while Republican Bismarck legislator Ron Carlisle represented McCain. "I plan on being cordial to my opponent, but hard on McCain," said Risch, prior to the event.

Local 1525, Carbondale, Ill.

With only 150 members, Local 1525 is far from the biggest local in Illinois, but thanks to **Ken Niebur**, it is one of the most generous. Niebur, a 59-year old Amtrak conductor who has never held a union position, decided on his own to be a UTU PAC fundraiser. Since he started, monthly contributions to UTU PAC jumped 30 percent in the last six months. "Ken gets it," State Legislative Director **Joe Szabo** said. "He decided to do it himself when he saw how important the Illinois General Assembly and the U.S. Congress are to making sure railroad workers have the right kind of wages, benefits and job security. Our union needs dozens more just like him."

Local 1594, Upper Darby, Pa.

Members of this SEPTA bus local participated in the 19th annual bike-a-thon for the American Cancer Society this summer to raise money for cancer research, Local Chairperson **Ron Koran** reported. "It was a hot, humid day, but we made it," said member **Stan Bernatowicz**, who chairs the event. "We raised about \$500 and it is a worthy cause." Participants rode approximately 70 miles. Koran also sent best wishes to **Al Cheshire Jr.**, who retired after 26 years of service. "His passengers will miss him dearly," Koran said.

Local 1741, San Francisco, Calif.

Members of this local, who are employed as bus drivers for the San Francisco Unified School District, will be honored for their volunteer work on behalf of "Support for Families of Children with Disabilities," Vice Local Chairperson **Brock Estes** reported. The drivers will be honored at a \$125-per-plate dinner at the city's Jewish Community Center, along with Mission High School Principal Kevin Truitt and BankOne. "These school bus drivers have been out and about in their community, doing good work for the people and families they serve. Their service to the community is recognized and appreciated," Estes said. Local President **Sharon Wheatley**, Local Secretary **Meg Felts**, Estes and member **Diane S. Johnson** will speak on behalf of their fellow employees.

Local 1887, Fairfield, Ala.

International President Mike Futhey attended the regular monthly meeting of Local 1887 on Sept. 11, where he reported on pending arbitration for the Birmingham Southern Railroad employees' health and welfare agreement, and stressed the need to elect Sen. Barack Obama for president in November. The local represents conductors, trainmen, maintenance-of-way employees and clerks on the BS. State Legislative Director **Ronnie Clements** was also in attendance.



Pictured, from left, are UTU Designated Legal Counsel Mike Blalock, Secretary & Treasurer Ray Stafford, International Vice President John Previsich, retired UTUIA Field Supervisor Larry Chappell, Futhey, Assistant State Legislative Director Danny Joe Massey, Assistant General Chairperson Rodney Hall, retired former General Chairperson Kenny Hardin, General Chairperson Phillip Harrison and retired former Assistant General Chairperson Eddie Akins.

Let's eliminate suspicion, distrust, FRA chief says

A message to UTU members from FRA Administrator Joe Boardman

Performing inspections and enforcing rules and regulations have effectively contributed to record levels of rail safety in recent years, but they alone are unlikely to bring about further significant improvements. If we are to reach the next level of safety, a risk-based approach should be adopted by rail management and labor.

In August, UTU President Mike Futhey participated in an FRA Safety Summit with senior railroad managers, other railroad labor groups and relevant stakeholders where FRA presented the framework for our Risk Reduction Program (RRP).

RRP is an industry-wide initiative designed to reduce accidents/incidents, and build strong safety cultures. It is intended to supplement the traditional methods used to assure rail safety. And, it employs innovative methods, processes, and technologies to identify and correct individual and systemic contributing factors using "upstream" predictive data.

Risk-based approaches present an opportunity to protect the minimum standard established by regulations while, at the same time, encourage a work environment that values and supports the voluntary adoption of supplemental risk-reduction methods such as confidential close-call reporting systems, peer-to-peer accident prevention initiatives, and fatigue risk management programs.

By utilizing both the traditional compliance and regulatory process, along with proactive risk-based approaches, we have the opportunity to change the current railroad culture from one of suspicion and distrust to one that is mutually beneficial and based upon cooperation to foster true safety improvements.

Although RRP is not yet fully developed, the UTU has provided tremendous support for programs that exemplify the fundamental principles of risk reduction.



Boardman

For example, the Changing At-Risk Behavior (CAB) project in Union Pacific's San Antonio Service Unit is focused primarily on reducing at-risk behaviors in the cab of locomotives operating under signals that are more restrictive than the clear signal.

As a result, there was an 80-percent reduction in the targeted unsafe behaviors in less than two years.

In addition, the Safety Through Employees Exercising Leadership (STEEL) project in the Livonia Service Unit utilized the same process for improving safety-related practices and precursor conditions in yard operations, and has thus far removed more than 75 barriers to safety.

The support and partnership of UTU leader-

The successes of CAB, STEEL and other programs have helped propel FRA toward further development of RRP.

RRP will be composed of a set of pilot projects like those mentioned that target specific risk categories in limited demonstrations. The FRA will work with carriers, rail labor, manufacturers, universities and other interested organizations to conduct the pilot projects.

The FRA will support the development, implementation and evaluation of selected projects to help increase the likelihood of success and to help determine the overall effectiveness and impact of the demonstrations. In this way, we hope to encourage more wide-scale adoption of effective risk-reduction solutions.

The Safety Summit was an important first step

"We have the opportunity to change the current railroad culture from one of suspicion and distrust to one that is mutually beneficial and based upon cooperation to foster true safety improvements."

ship and that of Union Pacific management in both of these programs has led to significant reductions in unsafe behaviors, improved safety communications, reduced derailments, and resulted in fewer locomotive engineer decertifications, helping to bring about proactive non-punitive safety cultures.

Undoubtedly, these pilot programs have also had a strong positive influence on UP's changing safety culture systemwide.

Moreover, these innovative projects helped contribute to FRA's understanding of risk reduction and to the development of the RRP. They also con-

tributed to an advance in similar risk-reduction methods on other railroads and transportation systems.

As a result, FRA granted Distinguished Public Service Awards to the UTU local and International, as well as to UP's Safety and Transportation Departments in recognition of participation in CAB and STEEL.

in collaborating with our stakeholders in order to build a successful program. Your input is crucial as FRA continues to develop the RRP.

We look forward to your feedback and comments on two important publications describing the RRP – a white paper that discusses the history of, and need for, voluntary risk-reduction practices, and a draft Broad Agency Announcement (BAA).

The draft BAA, expected to be available in October, describes the process for submitting proposed pilot projects for inclusion in RRP, and lists evaluation criteria for pilot project acceptance. The UTU and other stakeholders are invited to submit comments to help FRA refine the BAA, which is expected to be finalized in early 2009.

It is clear that without the active and passionate support from the UTU, programs like CAB and STEEL would not have succeeded, and the RRP will not be possible.

Thank you for the support you have offered in the past, and I look forward to further deepening our joint commitment to railroad safety.

"The UTU has provided tremendous support for programs that exemplify the fundamental principles of risk reduction."

Futhey, Chesser speeches now available

In response to requests, videos of the speeches delivered at the UTU regional meeting in Nashville by International President Mike Futhey and former International President Al Chesser are now available for viewing on the UTU Web site, www.utu.org. Click the "Leadership Messages" link.

CN members in Canada choose TCRC

OTTAWA – More than 2,000 Canadian National running trades and yardmaster employees in Canada, represented by the UTU, have voted to affiliate with the Teamsters' Canada Rail Conference (TCRC), the Canadian Industrial Relations Board announced Aug. 29.

The practical effect of the vote is that it will save the UTU International more than \$100,000 per month, or more than \$1.2 million annually. That is the difference between the amount of dues collected from those CN-employed members in Canada and the cost to the International of representing them.

The vote was expected after it was revealed last year that UTU leaders in Canada had been plotting with TCRC officials.

The revelation came after the UTU Canadian leadership intentionally violated the UTU constitution and commenced a strike without required consent from the UTU International. UTU general chairpersons found to have conspired with the TCRC were removed from office,

and immediately proceeded to work openly with the TCRC.

They conspired with the TCRC even though railroads are moving to institute one-person crews, and even though the BLE in Canada, now the TCRC, previously bargained away thousands of conductor jobs on Canada's VIA Rail.

The BLE said at the time that it "cannot be held accountable for what was said during a campaign and there can be no reasonable expectation on the part of UTU members that they would obtain all that had been promised."

The Canada Industrial Relations Board subsequently concluded that "the BLE failed to uphold a reasonable standard of competence in representing its members."

That fact was driven home again last year after the TCRC successfully raided UTU-represented employees of the Ontario Northland. Within 30 days, the newly minted TCRC members decertified the TCRC and, in a new representation election, affiliated with the steelworkers.

The practical effect is it will save the UTU International \$1.2 million annually.

Members to receive re-enrollment information

If you are covered under the NRC/UTU Health and Welfare Plan or the Railroad Employees' National Health and Welfare Plan (GA-23000) you will be receiving information soon advising of your available choices for coverage to become effective Jan. 1, 2009.

You should be sure to review this information carefully to verify the correct listing of eligible dependents, current benefit plans and available benefit plan options resulting from the July 1, 2008, national rail agreement.

If there are any changes to the listing of eligible dependents or benefit plan under which you are covered, you MUST note the changes and return the form to UnitedHealthcare by Oct. 24, 2008, in order for any changes to be processed.

If you have "opted-out" of plan coverage for 2008 you MUST renew the "opt-out" for 2009 by signing the enrollment form and returning it to UnitedHealthcare by Oct. 24, 2008, in order for the "opt-out" to remain effective.

If you have any questions regarding this re-enrollment, you can contact UnitedHealthcare toll-free at (888) 445-4379 or the UTU Membership Services Department at the UTU International by calling (216) 228-9400.

Obama: The choice for working families

Remember back in grade school, when we were given a page with four pictures on it – a dog, a cat, a horse and an apple – and told to identify which one of the four didn't belong?

Imagine, instead, a page with these four pictures: a paycheck, a health-care insurance card, a union contract, and John McCain.

Why doesn't McCain belong in that series of photos?

- McCain said in his presidential nomination acceptance speech that he would take his war on unions to the White House.

- McCain calls labor unions "class warfare."

- McCain opposes "Buy America" provisions in legislation.

- McCain voted in the Senate to gut rail and transit collective bargaining rights.

- McCain voted against federal funding for mass transit.

- McCain supports privatization of Social Security and Rail-



International President's Column

By Mike Futhey, International President

road Retirement, which means turning our retirement security over to Wall Street financiers.

- McCain is in favor of opening

bias that has resulted in appointments of anti-union federal judges, regulators and arbitrators who, in word and deed, view

"We can't keep complaining about agreements that are lousy and continue to vote for people who stick it to us."

the U.S. border to Mexican-operated buses and locomotives.

- McCain supports dismantling of Medicare.

- McCain represents the same Bush administration anti-union

labor unions as an evil to be eradicated.

Contrast the anti-union John McCain with the pro-labor Barack Obama.

- Obama has a 100 percent UTU voting record.

- Obama has pledged in writing to protect Railroad Retirement, Social Security and Medicare.

- Obama consistently has supported public funding for mass transit and Amtrak.

- Obama has spoken out in support of the UTU position on the commercial driver's license problem facing bus operators.

- Obama understands that this election is about Main Street vs. Wall Street, and Sen. Obama stands solidly on the side of Main Street.

- Obama understands, as did Franklin Roosevelt, that anti-labor policies are not the spirit by which our nation was founded, and that cheap wages mean low buying power, and low buying power means low standards of living.

As Mike Owens, a Brotherhood of Railroad Signalmen general chairperson says, "We can't keep complaining about agreements that are lousy and continue to vote for people who stick it to us."

Transportation trades workers in Illinois, who have known Barack Obama for two decades, beginning with his election to the Illinois state senate, are so impressed with his voting record and support for organized labor and working families that they made a video in support of Obama.

The video may be viewed at www.utu.org by clicking on the Obama photo and scrolling to, "Video: Obama in their own words."

Much additional information, contrasting McCain with Obama, is available at the UTU Web site at www.utu.org.

Barack Obama, through his Illinois state senate and U.S. Senate voting records, has earned the respect of working families in America.

In these difficult economic times for all working families, I urge you to join with me and go to the polls on Election Day and cast a ballot for the candidate who will put working families first – Barack Obama.



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Your job may hinge on your vote

"Unions are the only organizations that step up to the plate to protect workers' rights. No other organization works to protect job security, paychecks, benefits and workplace safety."

The great election season nightmare – the 24/7 barrage of political ads – is almost over.

That's a price we pay for democratic elections. A bigger price has been the blood shed on battlefields to preserve our right to vote and right to run for office.

Many of us are turned off by non-stop political ads and requests for donations to fund those ads. But you can be assured that if America's working families and their labor unions disengaged from the process, the anti-labor political forces would rule.



Brunkenhoefer

As for Election Day, your union does not want to tell you how to vote. It merely wants to share with you and your family its recommendations and endorsements.

Those endorsements are based on working-family paycheck issues, such as job security, workplace safety and access to affordable health care.

Your union cannot walk away from politics and retain any hope of delivering to you and other working families what you work so hard to achieve for your families.

Newspapers endorse candidates, as do special interest groups such as employer-financed chambers of commerce and the National Right to Work Foundation. Unions are one of many voices that examine the records of political candidates and make voter recommendations.

Without a doubt, union members' jobs are important. They provide money for groceries, house payments, car payments, occasional entertainment and well-earned vacations.

It has only been through union activism – in the streets and in legislative and congressional chambers – that workers gained employer-paid health insurance, paid vacations, overtime, and compensation for workplace injuries.

Unions are the only organizations that step up to the plate to protect workers' rights.

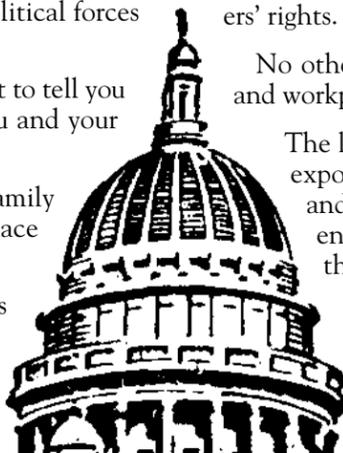
No other organization works to protect job security, paychecks, benefits and workplace safety.

The list is long, however, of organizations that want to make it easier to export jobs, eliminate employer-paid pensions, scrap Social Security and Railroad Retirement, put the burden for health-care insurance entirely on employees, and scrap workers' compensation plans such as the Federal Employers' Liability Act (FELA).

What stands between working families, and the anti-labor forces that would turn back the clock back, are labor unions, the ballot box and labor-friendly candidates.

Before Election Day, please examine the voting recommendations of your union, and weigh those recommendations in light of what is best for you and your family.

The vote you cast could well determine your family's standard of living – now and well into your retirement.



WASHINGTON WATCH

By James M. Brunkenhoefer

State Watch

News from UTU State Legislative Boards

Minnesota



State Legislative Director Phil Qualy reports he was recently at a rally in St. Paul for Sen. Barack Obama. "The UTU was a part of a private delegation to meet with the senator afterward," Qualy said. "The senator immediately recognized my UTU pin, and was complimentary about union efforts to support him."

Montana

There are 36 union members running for seats on the Montana Legislature, and State Director **Fran Marceau** reports that four of those candidates are members of the UTU.

Bill Wilson, a retiree and past president of Local 730, Great Falls, is the incumbent running for re-election in House District 22.

Perry Miller, a retiree from Local 544, Havre, is a candidate for House District 34. Over the years Miller held many offices in the local including president, local chairperson, secretary/treasurer and delegate. He also served as secretary of the Montana State Legislative Board.

Nick Ethridge is local chairperson for Local 730 in Great Falls. He is a candidate for House District 19.

Dennis Getz, president of Local 486, Glendive, is a candidate for House District 38. Getz has served as the president of his local the past 18 years.

Missouri



Pictured above, left to right, are Ken and Carol Menges and Judy Baker.

State Legislative Director **Ken Menges** and wife Carol, who serves as president of the UTU Auxiliary, recently met with Judy Baker, Democratic candidate for Congress from the Ninth Congressional District. "Judy Baker has been a strong supporter of the UTU. She has always supported our two state-sponsored Amtrak trains and she has always asked that any information I have on mass transit or railroads be forwarded to her," Ken Menges said.

New Jersey



State Legislative Director Dan O'Connell (above, left) is urging support for two candidates in the Garden State, one a long-time UTU supporter and the other a long-time UTU member.

Rep. Frank LoBiondo (R-2nd Dist.) (above, middle) serves on the House Transportation and Infrastructure Committee, the committee with jurisdiction over railroads. He supported UTU and rail labor on Railroad Retirement reform legislation, Amtrak and mass-transit funding measures and rail safety legislation, O'Connell said.

Hammonton (N.J.) town councilman and Local 60 member Anthony Marino (above, right) is the incumbent and running for re-election. "He is the first UTU member to run for office in New Jersey that I know of. He is a conductor on New Jersey Transit's Atlantic City Line."

Oregon



State Legislative Director **Delmer Hanson** recently met with Sen. Gordon Smith to discuss the merger of the House and Senate versions of the railroad safety bill. Sen. Smith sits on the committee assigned to the task of reconciling the two pieces of legislation. "I gave Sen. Smith a wish list composed by our Legislative Department in Washington of how the UTU would like the final bill to look. Sen. Smith is a long-time friend of the UTU and has an outstanding voting record on issues that affect UTU members and their families," Hanson said.

Bus Department

By Vic Baffoni, vice president/director
v_baffoni@utu.org

We are making progress on a number of fronts

Thank you to all who attended regional meeting workshops in Denver and Nashville, and those who made presentations. By the comments received, the workshops were a great success.

Our bus workshops had the largest attendance in many years, and we are working on improving them even more for the 2009 regional meetings in San Francisco and New Orleans.

On the legislative front, our national legislative office has achieved two significant successes.

First, our UTU PAC-supported lobbying helped to convince the U.S. DOT to postpone a proposed new rule requiring direct-observation drug and alcohol testing.

Second, our legislative efforts are behind legislation to halt the Bush administration's green light for operators of Mexican trucks and buses to send their vehicles and drivers across our border and onto U.S. highways, with few restrictions. We haven't achieved total victory, but we are making progress on our members' behalf.

In San Rafael, Calif., Local 1741 concluded negotiations that won a three-year contract that rewards school bus drivers with increases each year of 6.1 percent, 6.2 percent, and 6.8 percent. Some operators will realize as much as a 26-percent raise through a change in the number of years' seniority required to reach top scale. Many thanks to **Pamela Williams, Lois Correa, Gary Romero, Paul Stein** and **Jim Charas** for their hard work and perseverance.

Finally, vote your job on Election Day. VOTE OBAMA-BIDEN.



UTU-backed legislation would halt Mexican trucks

WASHINGTON – UTU-supported legislation to kill a Bush administration back-door program permitting Mexican trucks, with Mexican drivers, to operate willy-nilly over U.S. highways was passed by the House Sept. 9.

Whether the Senate will vote a similar bill prior to congressional adjournment this year is not known.

The Bush administration says it is simply adhering to the 1994 North American Free Trade Agreement (NAFTA) by permitting the cross-border operations for a two-year demonstration project.

Should the project continue, Mexican buses with Mexican drivers could be next – and so could Mexican-operated locomotives.

The UTU has been lobbying hard against this Bush-administration pilot program, which was instituted in the face of strong congressional opposition just before Congress broke for the national political conventions.

The House legislation, H.R. 6630, terminates the so-called cross-border demonstration project and prohibits the Department of Transportation from granting new authority for Mexican trucks or buses to operate beyond 20 miles inside the U.S. border without express authorization by Congress. The bill passed by a vote of 395 to 18.

By announcing the program on the first day Congress recessed for the political conventions, the Bush administration effectively bypassed the will of Congress, which was made clear long before the House passed H.R. 6630 on Sept. 9.

Senate conservatives loyal to the Bush administration are certain to attempt to filibuster the measure in the Senate (House rules do not permit filibusters), and the president can be expected to veto any bill that passes the House and Senate, meaning a two-thirds congressional majority will be needed to override the veto.

"This anti-labor action by the Bush administration is another of so many reasons why, on Election Day in November, we must elect a labor-friendly president and increase the labor-friendly majority in Congress," said UTU International President Mike Futhey.

"Sen. Barack Obama stands with labor on this and other bread-and-butter economic and safety issues," Futhey said.

These candidates deserve your vote!



Congressional Recommendations

Alabama

Senate

Vivian Davis Figures (D)

House of Representatives

- Dist. 1 Joe Bonner (R)*
- Dist. 2 Bobby Bright (D)
- Dist. 3 Joshua Segall (D)
- Dist. 4 Nicholas B. Sparks (D)
- Dist. 5 Parker Griffith (D)
- Dist. 6 Spencer Bachus (R)*
- Dist. 7 Artur Davis (D)*

Alaska

House of Representatives

At Large Don Young (R)*

Arizona

House of Representatives

- Dist. 1 Ann Kirkpatrick (D)
- Dist. 2 John Thrasher (D)
- Dist. 3 Bob Lord (D)
- Dist. 4 Ed Pastor (D)*
- Dist. 5 Harry Mitchell (D)*
- Dist. 7 Raul Grijalva (D)*
- Dist. 8 Gabrielle Giffords (D)*

Arkansas

Senate

Mark Pryor (D)*

House of Representatives

- Dist. 1 Marion Berry (D)*
- Dist. 2 Vic Snyder (D)*
- Dist. 4 Mike Ross (D)*

California

House of Representatives

- Dist. 1 Mike Thompson (D)*
- Dist. 2 Jeff Morris (D)
- Dist. 3 Bill Durston (D)
- Dist. 4 Charlie Brown (D)
- Dist. 5 Doris Matsui (D)*
- Dist. 6 Lynn Woolsey (D)*
- Dist. 7 George Miller (D)*
- Dist. 8 Nancy Pelosi (D)*
- Dist. 9 Barbara Lee (D)*
- Dist. 10 Ellen Tauscher (D)*
- Dist. 11 Jerry McNerney (D)
- Dist. 12 Jackie Speier (D)*
- Dist. 13 Fortney "Pete" Stark (D)*
- Dist. 14 Anna Eshoo (D)*
- Dist. 15 Mike Honda (D)*
- Dist. 16 Zoe Lofgren (D)*
- Dist. 17 Sam Farr (D)*
- Dist. 18 Dennis Cardoza (D)*
- Dist. 20 Jim Costa (D)*
- Dist. 21 Larry Johnson (D)
- Dist. 23 Lois Capps (D)*
- Dist. 24 Marta Ann Jorgenson (D)
- Dist. 25 Jackie Conway (D)
- Dist. 26 Russ Warner (D)
- Dist. 27 Brad Sherman (D)*
- Dist. 28 Howard Berman (D)*
- Dist. 29 Adam Schiff (D)*
- Dist. 30 Henry Waxman (D)*
- Dist. 31 Xavier Becerra (D)*
- Dist. 32 Hilda Solis (D)*
- Dist. 33 Diane Watson (D)*
- Dist. 34 Lucille Roybal-Allard (D)*
- Dist. 35 Maxine Waters (D)*
- Dist. 36 Jane Harman (D)*
- Dist. 37 Laura Richardson (D)*
- Dist. 38 Grace Napolitano (D)*
- Dist. 39 Linda Sanchez (D)*
- Dist. 40 Christina Avalos (D)
- Dist. 42 Ed Chau (D)
- Dist. 43 Joe Baca (D)*
- Dist. 44 Bill Hedrick (D)



Grace Napolitano (D)*
U.S. Representative, California

Colorado

Senate

Mark Udall (D)

House of Representatives

- Dist. 1 Diana DeGette (D)*
- Dist. 2 Jared Polis (D)
- Dist. 3 John Salazar (D)*
- Dist. 4 Betsy Markey (D)
- Dist. 5 Hal Bidlack (D)
- Dist. 6 Hank Eng (D)
- Dist. 7 Ed Perlmutter (D)*

Connecticut

House of Representatives

- Dist. 1 John Larson (D)*
- Dist. 2 Joe Courtney (D)*
- Dist. 3 Rosa DeLauro (D)*
- Dist. 4 Jim Himes (D)
- Dist. 5 Chris Murphy (D)*

Delaware

Senate

Joseph R. Biden (D)*

House of Representatives

At Large Michael N. Castle (R)*

District of Columbia

House of Representatives

At Large Eleanor Holmes Norton (D)*

Florida

House of Representatives

At Large Eleana Ross-Lehtinen (R)*

Georgia

Senate

Jim Martin (D)

House of Representatives

- Dist. 1 Bill Gillespie (D)
- Dist. 2 Sanford Bishop (D)*
- Dist. 3 Stephen Camp (D)
- Dist. 4 Henry Johnson (D)*
- Dist. 5 John Lewis (D)*
- Dist. 6 Bill Jones (D)
- Dist. 7 Doug Heckman (D)
- Dist. 8 Jim Marshall (D)*
- Dist. 10 Bobby Saxon (D)
- Dist. 11 Hugh Gannons (D)
- Dist. 12 John Barrow (D)*
- Dist. 13 David Scott (D)*

Hawaii

House of Representatives

- Dist. 1 Neil Abercrombie (D)*
- Dist. 2 Mazie Hirono (D)*

Idaho

Senate

Larry LaRocco (D)

Illinois

Senate

Richard J. Durbin (D)*

House of Representatives

- Dist. 1 Bobby Rush (D)*
- Dist. 2 Jesse Jackson Jr. (D)*
- Dist. 3 Daniel Lipinski (D)*
- Dist. 4 Luis Gutierrez (D)*
- Dist. 5 Rahm Emanuel (D)*
- Dist. 6 Peter Roskam (R)*
- Dist. 7 Danny Davis (D)*
- Dist. 8 Melissa Bean (D)*
- Dist. 9 Jan Schakowsky (D)*
- Dist. 10 Dan Seals (D)
- Dist. 11 Debbie Halvorson (D)
- Dist. 12 Jerry Costello (D)*
- Dist. 13 Scott Harper (D)
- Dist. 14 Bill Foster (D)*
- Dist. 15 Tim Johnson (R)*
- Dist. 16 Don Manzullo (R)*
- Dist. 17 Phil Hare (D)*
- Dist. 18 Colleen Callahan (D)
- Dist. 19 John Shimkus (R)*



Richard Durbin (D)*
U.S. Senate, Illinois



Jan Schakowsky (D)*
U.S. Representative, Illinois

Indiana

House of Representatives

- Dist. 1 Peter Visclosky (D)*
- Dist. 2 Joe Donnelly (D)*
- Dist. 3 Michael Montagano (D)
- Dist. 4 Nels Ackerson (D)
- Dist. 5 Mary Rulley (D)
- Dist. 6 Barry Welsh (D)
- Dist. 7 Andre Carson (D)*
- Dist. 8 Brad Ellsworth (D)*
- Dist. 9 Baron Hill (D)*

Iowa

Senate

Tom Harkin (D)*

House of Representatives

- Dist. 1 Bruce Braley (D)*
- Dist. 2 Dave Loebsack (D)*
- Dist. 3 Leonard Boswell (D)*
- Dist. 4 Rebecca Greenwald (D)
- Dist. 5 Lewis Hubler (D)

Kansas

Senate

Jim Slattery (D)

House of Representatives

- Dist. 1 Jerry Moran (R)*
- Dist. 2 Nancy Boyda (D)*
- Dist. 3 Dennis Moore (D)*

Kentucky

Senate

Bruce Lunsford (D)

House of Representatives

- Dist. 2 David Boswell (D)
- Dist. 3 John Yarmuth (D)*
- Dist. 6 Ben Chandler (D)*

Louisiana

Senate

Mary L. Landrieu (D)*

House of Representatives

- Dist. 1 Jim Harlan (D)
- Dist. 2 William J. Jefferson (D)*
- Dist. 3 Charles Melancon (D)*
- Dist. 4 Paul Carmouche (D)
- Dist. 6 Donald J. Cazayoux (D)*
- Dist. 7 Don Cravins, Jr. (D)

Maine

Senate

Tom Allen (D)

House of Representatives

- Dist. 1 Chellie Pingree (D)
- Dist. 2 Michael Michaud (D)*

Maryland

House of Representatives

- Dist. 1 Frank Kratovil (D)
- Dist. 2 C.A. "Dutch" Ruppersberger (D)*
- Dist. 3 John Sarbanes (D)*
- Dist. 4 Donna Edwards (D)*
- Dist. 5 Steny H. Hoyer (D)*
- Dist. 6 Jennifer Dougherty (D)
- Dist. 7 Elijah E. Cummings (D)*
- Dist. 8 Chris Van Hollen (D)*

Massachusetts

Senate

John Kerry (D)*

House of Representatives

- Dist. 1 John Olver (D)*
- Dist. 2 Richard Neal (D)*
- Dist. 3 James McGovern (D)*
- Dist. 4 Barney Frank (D)*
- Dist. 5 Niki Tsongas (D)*
- Dist. 6 John Tierney (D)*
- Dist. 7 Edward Markey (D)*
- Dist. 8 Michael Capuano (D)*
- Dist. 9 Stephen Lynch (D)*
- Dist. 10 William Delahunt (D)*

Michigan

Senate

Carl Levin (D)*

U.S. House of Representatives

- Dist. 1 Bart Stupak (D)*
- Dist. 2 Pete Hoekstra (R)*
- Dist. 5 Dale Kildee (D)*
- Dist. 7 Mark Schauer (D)
- Dist. 8 Bob Alexander (D)
- Dist. 9 Gary Peters (D)
- Dist. 11 Thaddeus McCotter (R)*
- Dist. 12 Sander Levin (D)*
- Dist. 15 John Dingell (D)*

Minnesota

Senate

Al Franken (D)

House of Representatives

- Dist. 1 Tim Walz (D)*
- Dist. 2 Steve Sarvi (D)
- Dist. 3 Ashwyn Madia (D)
- Dist. 4 Betty McCollum (D)*
- Dist. 5 Keith Ellison (D)*
- Dist. 6 Elwyn Tinklenberg (D)
- Dist. 7 Collin Peterson (D)*
- Dist. 8 James Oberstar (D)*

Mississippi

Senate

Ronnie Musgrove (D)

House of Representatives

- Dist. 1 Travis Childers (D)*
- Dist. 2 Bennie G. Thompson (D)*
- Dist. 4 Gene Taylor (D)*

Missouri

House of Representatives

- Dist. 1 William Lacy Clay (D)*
- Dist. 2 William Haas (D)
- Dist. 3 Russ Carnahan (D)*
- Dist. 4 Ike Skelton (D)*
- Dist. 5 Emanuel Cleaver II (D)*
- Dist. 6 Kay Barnes (D)
- Dist. 8 JoAnn Emerson (R)*
- Dist. 9 Judy Baker (D)

Montana

Senate

Max Baucus (D)*

Nebraska

House of Representatives

- Dist. 1 Jeff Fortenberry (R)*
- Dist. 2 Jim Esch

Nevada

House of Representatives

- Dist. 1 Shelley Berkley (D)*
- Dist. 2 Jill Derby (D)
- Dist. 3 Dina Titus (D)

New Hampshire

Senate

Jeanne Shaheen (D)

House of Representatives

- Dist. 1 Carol Shea-Porter (D)*
- Dist. 2 Paul Hodes (D)*



Jeanne Shaheen (D)
U.S. Senate candidate, New Hampshire

New Jersey

Senate

Frank Lautenberg (D)*

House of Representatives

- Dist. 1 Robert Andrews (D)*
- Dist. 2 Frank A. LoBiondo (R)*
- Dist. 3 John Adler (R)*
- Dist. 4 Christopher Smith (R)*
- Dist. 6 Frank Pallone Jr. (D)*
- Dist. 7 Linda Stender (D)
- Dist. 8 Bill Pascrell Jr. (D)*
- Dist. 9 Steve Rothman (D)*
- Dist. 10 Donald Payne (D)*
- Dist. 12 Rush Holt (D)*
- Dist. 13 Albio Sires (D)*

New Mexico

Senate

Tom Udall (D)

House of Representatives

- Dist. 1 Martin Heinrich (D)
- Dist. 2 Harry Teague (D)
- Dist. 3 Ben Ray Lujan (D)

New York

House of Representatives

- Dist. 1 Timothy H. Bishop (D)*
- Dist. 2 Steve J. Israel (D)*
- Dist. 3 Peter T. King (R)*
- Dist. 4 Carolyn McCarthy (D)*
- Dist. 5 Gary L. Ackerman (D)*
- Dist. 6 Gregory W. Meeks (D)*
- Dist. 7 Joseph Crowley (D)*
- Dist. 8 Jerrold L. Nadler (D)*
- Dist. 9 Anthony D. Weiner (D)*
- Dist. 10 Edolphus Towns (D)*
- Dist. 11 Yvette D. Clarke (D)*
- Dist. 12 Nydia M. Velazquez (D)*
- Dist. 13 Michael E. McMahon (D)
- Dist. 14 Carolyn B. Maloney (D)*
- Dist. 15 Charles B. Rangel (D)*
- Dist. 16 Jose E. Serrano (D)*
- Dist. 17 Eliot L. Engel (D)*
- Dist. 18 Nita M. Lowey (D)*
- Dist. 19 John Hall (D)*
- Dist. 20 Kirsten E. Gillibrand (D)*
- Dist. 21 Paul D. Tonko (D)
- Dist. 22 Maurice D. Hinchey (D)*
- Dist. 23 John M. McHugh (R)*
- Dist. 24 Michael A. Arcuri (D)*
- Dist. 25 Daniel B. Maffei (D)
- Dist. 27 Brian Higgins (D)*
- Dist. 28 Louise M. Slaughter (D)*
- Dist. 29 Eric J. Massa (D)

Congressional Recommendations

North Carolina

Senate

Kay Hagan (D)

House of Representatives

- Dist. 1 G.K. Butterfield (D)*
- Dist. 2 Bob Etheridge (D)*
- Dist. 4 David Price (D)*
- Dist. 7 Mike McIntyre (D)*
- Dist. 8 Larry Kissell (D)
- Dist. 10 Daniel Johnson (D)
- Dist. 11 Heath Schuler (D)*
- Dist. 12 Mel Watt (D)*
- Dist. 13 Brad Miller (D)*

North Dakota

House of Representatives

At Large Earl Pomeroy (D)*

Ohio

House of Representatives

- Dist. 1 Steve Driehaus (D)
- Dist. 2 Victoria Wulsin (D)
- Dist. 3 Jane Mitakides (D)
- Dist. 4 Mike Carroll (D)
- Dist. 5 George Mays (D)
- Dist. 6 Charles Wilson (D)*
- Dist. 7 Sharen Swartz Neuhard (D)
- Dist. 8 Nicholas Von Stein (D)
- Dist. 9 Marcy Kaptur (D)*
- Dist. 10 Dennis J. Kucinich (D)*
- Dist. 11 Marcia Fudge (D)
- Dist. 13 Betty Sutton (D)*
- Dist. 14 Steve C. LaTourette (R)*
- Dist. 15 Mary Jo Kilroy (D)
- Dist. 16 John Boccieri (D)
- Dist. 17 Timothy J. Ryan (D)*
- Dist. 18 Zack Space (D)*



Steve C. LaTourette (R)*
U.S. Representative, Ohio

Oklahoma

Senate

Andrew Rice (D)

House of Representatives

- Dist. 1 Georgianna W. Oliver (D)
- Dist. 2 Dan Boren (D)*
- Dist. 3 Frankie Robbins (D)
- Dist. 4 Blake Cummings (D)
- Dist. 5 Steven Perry (D)

Oregon

Senate

Gordon Smith (R)*

House of Representatives

- Dist. 1 David Wu (D)*
- Dist. 2 Greg Walden (R)*
- Dist. 3 Earl Blumenuer (D)*
- Dist. 4 Peter DeFazio (D)*
- Dist. 5 Kurt Schrader (D)

Pennsylvania

House of Representatives

- Dist. 1 Robert A. Brady (D)*
- Dist. 2 Chaka Fattah (D)*
- Dist. 3 Phil English (R)*
- Dist. 4 Jason Altmire (D)*
- Dist. 6 Jim Gerlach (R)*
- Dist. 7 Joseph A. Sestak (D)*
- Dist. 8 Patrick J. Murphy (D)*
- Dist. 9 Bill Shuster (R)*
- Dist. 10 Christopher P. Carney (D)*
- Dist. 11 Paul E. Kanjorski (D)*
- Dist. 12 John P. Murtha (D)*
- Dist. 13 Allyn Y. Schwartz (D)*
- Dist. 14 Michael F. Doyle (D)*
- Dist. 15 Charles W. Dent (R)*
- Dist. 16 John Murphy (D)

Dist. 17 Tim Holden (D)*

Dist. 18 Tim F. Murphy (R)*



Phil English (R)*
U.S. Representative, Pennsylvania

Rhode Island

Senate

Jack Reed (D)*

House of Representatives

- Dist. 1 Patrick Kennedy (D)*
- Dist. 2 James Langevin (D)*

South Carolina

Senate

Lindsey Graham (R)*

House of Representatives

- Dist. 1 Henry Brown (R)*
- Dist. 2 Joe Wilson (R)*
- Dist. 5 John Spratt (D)*
- Dist. 6 James Clyburn (D)*



UTU
Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

UTU Alumni Association Chapters

To date, 14 UTU Alumni Association chapters have been organized at various locations around the U.S. and Canada. Below is a list of the chapters and contact information.

Chapter 1: Seattle, Wash.
Jim Shelley, (360) 683-5805

Chapter 2: Pocatello, Idaho
Francis McCarty, (208) 637-0310

Chapter 3: Oceanside, Calif.
Lawson Chadwick, (760) 945-5365;
E-mail: llchad@cox.net

Chapter 4: Peru, Ind.
Max Starkey, (765) 473-6344
E-mail: maxstarkey@sbcglobal.net

Chapter 5: Grand Junction, Colo.
Art Kent, (970) 434-5806
E-mail: artk1234@aol.com

Chapter 6: Rogers/Bentonville, Ark.
Eugene Anders, (479) 841-3054
E-mail: eugeneanders@sbcglobal.net

Chapter 7: Indianapolis, Ind.
Robert L. Cummins, (317) 888-7304

Chapter 8: Muscle Shoals, Ala.
Franklin D. Clay, (256) 332-9689
E-mail: cottonpath@aol.com

Chapter 9: Lorain, Ohio
Tim Smith, (440) 960-1664
E-mail: tsmith017@centurytel.net

Chapter 10: Wildwood, Fla.
Bill Stewart, (352) 637-5403
E-mail: saundraa@earthlink.net

Chapter 11: Roanoke, Va.
Richard Jeskey, (540) 890-3342
E-mail: richutu@aol.com

Chapter 12: Atlanta, Ga.
Larry Tatum, (770) 924-7147
E-mail: goosemon@bellsouth.net

Chapter 13: Vancouver, B.C.
Schuyler Libbrecht, (604) 273-4728
E-mail: s.libbrecht_utu701@yahoo.ca

Chapter 14: Miami, Fla.
Kenny Brookins, (305) 816-5826
E-mail: bigkb7544@aol.com

To find out how to set up a chapter in your area, contact the UTU International at (216) 228-9400.

Rail retirement finances secure

By V.M. "Butch" Speakman Jr.
Labor member, Railroad Retirement Board

The Railroad Retirement Board (RRB) is required by law to submit annual reports to Congress on the financial condition of the Railroad Retirement system and the Railroad Unemployment Insurance system. These reports must also include recommendations for any financing changes that may be advisable, to ensure the solvency of the systems.



V.M. Speakman

The 2008 report on the Railroad Retirement system, which addresses Railroad Retirement financing for the 25 calendar years 2008-2032, 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.

The 2008 report, which projected the various components of income and outgo of the Railroad Retirement system under optimistic, moderate and pessimistic employment assumptions, indicated no cash-flow problems occur throughout the projected period under any of these assumptions.

As of March 31, 2008, 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 \$31 billion. The trust was established by the Railroad Retirement and Survivors' Improvement Act of 2001 to manage and invest Railroad Retirement assets.

The report did not recommend any Railroad Retirement financing changes. The payroll tax

Railroad Retirement anticipates no cash-flow problems for the next 25 years

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 Railroad Retirement Board's 2008 financial reports on the retirement and unemployment insurance systems are available in their entirety on the agency's Web site at www.rrb.gov. Information on the National Railroad Retirement Investment Trust, including its quarterly and annual reports, is also available on the site.

Alumni Association serves retirees

The UTU Alumni Association is the new name of the program that serves retired members of the UTU. It is a voluntary, money-saving program for transportation retirees from all crafts.

Established by delegates in 1976 to aid union retirees, the program had over the years been called both the UTU Retiree Program and the UTU for Life program.

(This program has no relation to lifetime UTU membership, which is awarded when a member retires in good standing.)

UTU Alumni Association benefits include continuation of the *UTU News*; listing in the "Final Call" section of the *UTU News* upon passing (see below); an annual wall calendar; discounts on car rentals, hotels and cell-phone service; a baseball hat; enroll-

ment in the nearest UTU Alumni Association chapter (see list at left); a group travel program; an important-papers folder; two books, one to keep track of finances, the other health matters, and discounts on railroad artwork by renowned artist "Scotty."

The UTU Alumni Association is under the direction of retired Florida State Legislative Director Carl Cochran, who works every day to make sure the program serves the retired members of this union. To join or organize a chapter, contact Cochran at (305) 821-7015 or cochranutu@aol.com.

With annual dues set at only \$9 (U.S.) per year, membership in this fast-growing program doesn't cost – it pays!

Check out the UTU Alumni Association page on www.utu.org.

THE FINAL CALL

Following are the names of recently deceased members who maintained annual membership in the UTU Alumni Association (formerly known as the UTU for Life Program), 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
145	Fagan, Robert W.	Sunbury, Ohio	811	Price, James R.	Rialto, Calif.	1292	Swartz, Robert	Angola, N.Y.
206	Burkhart, William B.	Peru, Ind.	830	Coulter, Carl	Dillsburg, Pa.	1393	Kloc, Henry W.	Blasdell, N.Y.
311	Fibeger, Fred E.	LaCrosse, Wisc.	982	Loveless, Edward R.	Baldwinsville, N.Y.	1400	Mansfield, Richard A.	Northampton, Mass.
432	Hendrickson, T. E.	Champaign, Ill.	1016	Marsh, Gerald H.	El Reno, Okla.	1418	Grooms, Edward L.	Aliquippa, Pa.
462	Hall, Bobby G.	Homer, La.	1031	Nesmith, Marvin E.	Goose Creek, S.C.	1422	Blackwill, Francis M.	Hot Springs, Calif.
486	Harrison, Leonard H.	Glendive, Mont.	1033	Giles, Billy M.	Doraville, Ga.	1477	Robinson, James H.	Las Vegas, Nev.
490	Shomate, Eugene I.	Oakland City, Ind.	1043	Gori, John P.	Sparks, Nev.	1501	Ortego Jr., Wickliffe J.	Westwego, La.
500	Petraleso, Louis P.	Grand Junction, Colo.	1059	Erb, Kenneth E.	Minot, N.D.	1525	Rasmus Jr., Walter C.	Bloomington, Ill.
556	Corbin, Roger J.	Chehalis, Wash.	1059	Esterby, Owen A.	Minot, N.D.	1614	Koenen, George F.	Lakeland, Minn.
577	Jansen, Robert H.	River Grove, Ill.	1059	Kupser, Philip J.	Minot, N.D.	1765	Marsiglia, Anthony J.	Grand Rapids, Mich.
590	Stanley, Charles C.	Portage, Wisc.	1066	Guillot, Floyd P.	Metairie, La.	1874	Robins, Lorne M.	Brandon, Man.
663	Voisine, Conrade	Fort Kent, Maine	1162	Ramsey, Mack R.	Greeneville, Tenn.			
645	Kane, Jeffrey J.	Babylon, N.Y.	1200	Rockwell, W. W.	Paradise, Calif.			

UTUIA Cancer Hospital Indemnity

UTUIA's new Cancer Hospital Indemnity policy offers you and your family members the following protections:

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



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

Cancer is often a lingering disease that strikes all age groups. It may require repeated, extensive treatment, resulting in the person being unable to work, high hospitalization bills, and loss of income. The National Cancer Institute reports that cancer will strike in three out of four families.

UTUIA's Cancer Hospital Indemnity* policy offers peace of mind. The benefits are paid directly to you to use as you see fit – to help meet household expenses and other continuing expenses. This policy supplements regular hospitalization insurance, thereby protecting savings.

**Not currently available in California, Colorado or Pennsylvania.*

Information, please

I would like more information on UTUIA's Cancer Hospital Indemnity policy.



Please print

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

Complete and mail to: UTUIA Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250

10/08

FRA proposes more detailed reports on illness, injury

WASHINGTON – Railroads may soon be required by the FRA to report new and more detailed information about injuries and illness on rail property, as well as highway-rail grade-crossing incidents, passenger-railroad injuries and fatalities (involving passengers), and attempted suicides by motorists and pedestrians.

“Having the most accurate and complete information available for analysis is critical to ensuring appropriate and effective safety oversight,” said FRA Administrator Joseph Boardman.

Among the proposed reporting requirements are:

- Railroads would be required to report all injuries and illnesses that appear or occur anywhere in the railroad-operating environment, regardless of cause, to prevent premature determinations that such conditions are not rail-related.

- Railroads would be required to notify the National Response Center of any highway-rail grade-crossing fatality occurring within 24 hours of the incident and provide greater detail about grade-crossing incidents.

- Railroads would be required to report for the first time suicides and attempted suicides to help FRA better quantify such incidents and develop mitigation strategies.

- Passenger railroads would be required to identify whether a locomotive was pulling or pushing a train at the time of a reportable accident or incident as well as report for the first time incidents in which a rail passenger is hurt or killed when boarding or alighting a train due to any gap that exists between railcars and station platforms.

The FRA will be taking public comments on the proposed rules until Nov. 10. See www.fra.dot.gov for more information.

Retro-pay withholding set by IRS and states

The UTU International in Cleveland is receiving calls from members inquiring about the amount of federal and state withholding taxes from retroactive payments made under the ratified national rail contract.

Retroactive payments are fully taxable, including Railroad Retirement taxes. Some members say the tax deductions are higher than they expected.

Such taxes are based on instructions from the Internal Revenue Service (IRS) and state taxing authorities. The deductions are not governed by the national rail agreement.

While the UTU cannot examine each pay stub, the reason for the seemingly higher tax withholding likely is due to what is called the marginal income tax rate – additional income that exceeds average income and is taxed at a higher rate.

It is important to understand that these marginal tax rates are estimated tax withholding rates. In many cases, when members file their 2008 tax returns in 2009, those higher tax rates may, indeed, be higher than necessary and will result in additional tax refunds.

The actual amount of tax due cannot be determined until those tax returns are filed next year.

Thus, if railroads withheld more than is actually necessary, the amount will be credited as an overpayment and returned by the IRS and state taxing authorities as an overpayment of taxes.

First Student drivers ratify new contract

The members of Local 172, employed as school bus drivers by First Student in the Darby, Pa., area, have overwhelmingly ratified a new three-year contract with the bus company.

The UTU represents about 100 bus drivers and aides at the suburban Philadelphia company.

The ratified contract includes substantial wage hikes, retroactive pay, increased job protections, increases in bereavement benefits and improved work rules.

The new pact also includes the elimination of a two-tier pay scale, which was instituted in 2001.

Bus Department Vice President Vic Baffoni praised the work of General Chairperson **Theresa Costantini**, Trustee **Kathleen Sitongia** and Vice Local Chairperson **Denise Hall** for their hard work during negotiations.

UHN reaches deal with Lincoln hospital

UnitedHealth Networks (UHN) reports it has successfully negotiated a new two-year agreement with St. Elizabeth Regional Medical Center, located in Lincoln, Neb., avoiding a potential termination of service to members who use the facility.

As a result, UHN said in a press release there will be no break in service at the facility.

UHN said St. Elizabeth's was very critical to its network and they recognized the significant impact that the loss of this facility would have to UTU members in this market.

UHN said it was committed to a positive outcome and the good-faith negotiations between UHN and St. Elizabeth's further stresses the dedication they had to UTU members.

Since disruption letters were sent to households who utilized this facility over the last 12 months, those same households will receive a letter from UHN advising of this successful negotiation.

Additionally, UHN will send a letter to all members who reside in the Lincoln, Neb., area to ensure that they are aware of this successful contract renewal.

UTU warns of non-UTUIA insurance salespersons

Reports continue to reach the UTU International that unauthorized, non-UTUIA insurance salespersons are infiltrating meetings of UTU locals and trying to sell non-UTUIA products to members – sometimes misidentifying themselves as UTU members.

In some cases, where these individuals have been identified and barred from attending meetings, they have used ploys in an attempt to obtain membership mailing lists and phone lists.

UTU members, and especially officers of UTU locals, are reminded that under most circumstances, participation at UTU local meetings is restricted to dues-paying UTU members, and under Article 45 of the UTU Constitution, all members have an obligation “to keep outsiders from the private proceedings” of the UTU.

Local presidents or others chairing local meetings should not provide a forum for non-mem-

bers to sell items competing with UTUIA products and services.

Also, UTU members should not use a UTU meeting to sell products or services that compete with UTUIA offerings or otherwise undercut the strength of this organization.

Such activity is detrimental to the financial security and future of UTUIA, which is limited in its sales to active and retired UTU members and their extended families.

In addition, all members are reminded that membership lists, especially those carrying contact information, are confidential and are to be used exclusively for representation purposes or to conduct legitimate UTU business.

If officers chairing meetings are unfamiliar with an individual attempting to attend or participate in a UTU meeting, they are within their rights to ask for a UTU traveling card, a UTU years-of-service card, a dues receipt, or some oth-

er credential offering identification of that individual as a UTU member.

Under certain situations, there may be legitimate reasons why a non-member is invited to attend and address those at a UTU meeting. Individuals such as government officials, political candidates, representatives of bona fide charities, or retired UTU members may be invited to attend UTU meetings, but may not participate in any business or voting that occurs at such meetings.

Under no circumstances, however, should UTU members permit their meetings to be used as a forum to promote products or services that undercut the strength of our union or its associated insurance organization.

Privileged, confidential information, such as membership lists, are to be used exclusively for representational purposes or to conduct legitimate UTU business.

Rail-safety bill

Continued from page 1

seed development of additional high-speed rail corridors.

Following are major provisions of the railroad safety bill:

Conductor certification: Within 18 months of the bill's becoming law, the FRA must establish a program to certify conductors, including minimum training standards.

General chairpersons may negotiate a better balance between time off and earnings, while preserving guaranteed time off.

Positive train control: Requires installation of positive train control by Dec. 31, 2015, on all main-line track where intercity passenger and commuter railroads operate, and where toxic-by-inhalation hazmat is transported. Also, grants are provided to assist railroads in implementing ECP brakes and switch-position indicators.

Hours-of-service: Requires at least 10 consecutive uninterrupted hours off duty following 12 hours on duty. (There is a three-year exception for passenger train employees, during which time their hours-of-service limitations will be studied by the FRA.)

No freight railroad employee covered by the hours-of-service law may be called to work unless they have had at least 10 uninterrupted hours off

during the prior 24-hour period. And following each six days of work, a covered employee must be given 48 hours of uninterrupted time off at their home terminal.

If the carrier requires that employee to work a seventh day – even if it is to return them to their home terminal – then the uninterrupted time off at the home terminal must be at least 72 hours.

As to limbo time, no employee covered by the hours-of-service law may be placed in limbo time after they have been on duty, waited for deadhead transportation or been in any other mandatory

service for more than a total of 276 hours in any month.

And total limbo time per month is restricted to no more than 40 hours – reduced to 30 hours on the first anniversary of the bill's becoming law.

The bill also permits general chairpersons to sit down with carrier labor relations officers and negotiate a better balance between time off and earnings, while preserving guaranteed time off.

Locomotive cab safety: Requires the FRA to study the safety impact of personal electronic devices used by train crews. (The UTU has learned that the FRA already is considering issuing an emergency order prohibiting train crews from using personal cell phones, a BlackBerry, iPods and other electronic devices, except

for company business – and then only when two crewmembers are in the cab.)

Medical attention: Prohibits railroads from denying, delaying, or interfering with the medical or first-aid treatment of injured workers, and from disciplining those workers that request treatment. Also requires railroads to arrange for immediate transport of injured workers to the nearest appropriate hospital.

Inspector staffing: Increases the number of federal rail safety inspectors and supporting staff by 200.

Following is a summary of the Amtrak provisions in the legislation:

State corridors: Federal grants are provided to states to develop innovative new services, increase capacity on heavily used rail lines, and attract new riders.

Freight railroads that delay Amtrak trains may be fined.

High-speed rail corridors: Grants are provided to construct 11 to-be-determined high-speed rail corridors.

On-time performance: DOT and the Surface Transportation Board (STB) must investigate Amtrak delays and determine if they are the fault of the host railroad. If so, the host rail carrier may be ordered to pay Amtrak monetary damages.

Support union jobs: Drive union-made vehicles

This guide is prepared by the United Auto Workers (UAW) to provide information for consumers who want to purchase vehicles produced by workers who enjoy the benefits and protections of a union contract.

All these vehicles are made in the United States or Canada by members of the United Auto Workers (UAW), Canadian Auto Workers (CAW) or International Union of Electrical Workers-Communications Workers of America (IUE).

Because of the integration of U.S. and Canadian vehicle production, all these vehicles include significant UAW-made content and support the jobs of UAW members.

UAW cars

Buick Lucerne
Cadillac CTS
Cadillac DTS
Cadillac STS
Cadillac XLR
Chevrolet Cobalt
Chevrolet Corvette
Chevrolet Malibu
Chrysler Sebring
Dodge Avenger
Dodge Caliber
Dodge Viper
Ford Focus
Ford Mustang
Ford Taurus
Lincoln MKS
Mazda 6
Mercury Sable
Mitsubishi Eclipse
Mitsubishi Galant
Pontiac G5
Pontiac G6
Pontiac Solstice
Pontiac Vibe
Saturn Aura

Saturn Sky
Toyota Corolla*

UAW pickups

Chevrolet Colorado
Dodge Dakota
Dodge Ram Pickup*
Ford Explorer Sport Trac
Ford F-Series*
Ford Ranger
Chevrolet Colorado
Dodge Dakota
Dodge Ram Pickup*
Ford Explorer Sport Trac
Ford F-Series*
Ford Ranger

UAW SUVs/CUVs

Buick Enclave
Cadillac Escalade
Cadillac Escalade ESV
Cadillac SRX
Chevrolet Suburban*
Chevrolet Tahoe/
Tahoe Hybrid
Chrysler Aspen



Dodge Durango
Dodge Nitro
Ford Escape
Ford Expedition
Ford Explorer
Ford Taurus X
GMC Acadia
GMC Yukon/Yukon Hybrid
GMC Yukon Denali
Hummer H1
Hummer H2
Hummer H3

Jeep Commander
Jeep Compass
Jeep Grand Cherokee
Jeep Liberty
Jeep Patriot
Jeep Wrangler
Lincoln Navigator
Mazda Tribute
Mercury Mariner
Mercury Mountaineer
Mitsubishi Endeavor
Saturn Outlook

UAW vans

Ford E-series
Chevrolet Express
Chevrolet Uplander
GMC Savana

CAW cars

Buick Lacrosse
Chevrolet Impala
Chrysler 300
Dodge Challenger
Dodge Charger
Ford Crown Victoria
Lincoln Town Car
Mercury Grand Marquis
Pontiac Grand Prix

CAW SUVs/CUVs

Chevrolet Equinox
Chrysler Pacifica
Dodge Magnum
Ford Edge
Lincoln MKX
Pontiac Torrent
Suzuki XL7

UAW/CAW pickups

Chevrolet Silverado*
GMC Sierra*

UAW/CAW vans

Chrysler Town & Country
Dodge Caravan

IUE SUVs/CUVs

Chevrolet TrailBlazer
GMC Envoy
GMC Envoy Denali
Isuzu Ascender
Saab 9-7X

*Vehicles marked with an asterisk are produced in more than one country, but all models made in the United States are assembled by UAW members.

Show your union pride with UTU apparel

American Products prepares to offer new line of union-made, UTU gear and clothing

It's not too early to begin your holiday shopping and the UTU Web site is just the place to start, without ever leaving your home or going to a busy shopping mall. Just visit the UTU Web site at www.utu.org and click on the UTU Gear tile.

All of the UTU items featured there are sold through American Products and are union-made and/or are made in America.

American Products has announced that the company will be introducing several new lines of UTU merchandise – some of which can be seen here – including the Addison Polo shirt, the “UTU Pride” T-shirt, the Puffwich ballcap, the Spyglass Polo shirt and the Bradford Polo shirt.

All items carry a 100 percent quality guarantee against defects in materials and workmanship. Volume discounts on customized orders are available to UTU locals. Watches and clocks carry a two-year manufacturer's warranty against defects.

All of the featured items can be ordered by credit card directly through the company's secure Web site, or by calling the company's toll-free telephone number: (800) 272-5120.

UTU members may also download and print a custom order form that can be mailed to UTUMerchandise.com, 1600 North Clinton Ave., Rochester, NY 14621.

All orders will be processed within days of receipt.

Prices are shown in U.S. dollars and members should make payment by check in U.S. funds. When using credit cards, transactions will automatically be billed in U.S. funds. Apparel prices may vary depending on size. Visit the UTU online store for complete details about prices and available sizes.



Camouflage Ballcap



UTU Clock



Addison Polo Shirt



“UTU Pride” T-shirt



Puffwich Ballcap



Spyglass Polo Shirt



Red Mesh Hat



Bradford Polo Shirt

THE UTU INTERNATIONAL STAFF: HERE TO SERVE YOU

BERNIE MORAN-ZAREFOSS

Bernie started with the UTUIA in January 1976 as a clerk in the Policyholders Department and has worked for the UTUIA ever since. Her formal title is “insurance conservator,” which means she helps UTUIA insurance policy holders keep their insurance in force and effect. “I contact members if their insurance has lapsed due to oversight or error to see how we can help them,” she said. “Our active members, retired members, widows and widowers, children and grandchildren are all an important part of our UTUIA family. I enjoy helping them with their questions or problems or directing them to the person who can.”



DALE RAUCH

Dale Rauch currently serves as the UTUIA's insurance processor. He started in the Supply Department in 1987, moving to Computer Operations in 1989, working all three shifts. He started his current position in 2005. Dale would like the men and women in the UTU to remember the word “clarity” when filling out hand-written applications. “If you can't read it, neither can I,” he said. “I have really enjoyed serving the union and members throughout the years in my various duties and look forward to new challenges in the future.”



LISA HENRY

Lisa Henry has been with the UTUIA since 2004 and serves as senior underwriter for the association. She reviews applications for life and disability insurance policies and, guided by years of training, and an extensive set of guidelines, makes a final determination of the insurance risk. “Every application is different; you have to look at the whole picture,” Henry said, “which includes medical exams, lab work, medical records, motor-vehicle reports and telephone interviews. It's an interesting job.”



Meet your UTU Designated Legal Counsel

There is no more dangerous work environment than on the railroads, where injuries too often are severe. The Federal Employers' Liability Act (FELA) makes railroads accountable for unsafe working conditions. Railroads retain skilled attorneys to protect their interests. You also have access to skilled and experienced attorneys who understand the railroad industry, its

safety hazards, and every aspect of the FELA. They are the UTU Designated Legal Counsel, chosen for their special knowledge and experience. Their job is to represent you. This continuing column introduces you to all of the UTU Designated Legal Counsel. For a complete listing, go to the UTU home page at www.utu.org and click on the blue tile, “Designated Legal Counsel.”



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Three powerful weapons in the FELA arsenal are the Safety Appliance Act, the Locomotive Inspection Act, and Section 53 of the FELA. These “strict liability” sections of the FELA, when properly handled, can eliminate the railroad's claims of your “contributory negligence” and dramatically increase your recovery. UTU DLCs know how to wield these mighty weapons on your behalf.

Hiring a UTU Designated Legal Counsel evens the playing field for injured workers. DLCs have the experience and expertise when it comes to fighting for FELA claimants. We know the law and we know the industry. Why abandon your rights and your future to the claims agent or any other lawyer when you can hire the best? Contact a UTU Designated Legal Counsel before you get railroaded!

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 Web site.

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.

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 **Victor Clifton**, a conductor with the Union Pacific and member of Local 507 in Van Buren, Ark. "This is a photo I took while visiting my son, who is a soldier at Fort Leonard Wood, Mo." More than 1.6 million cubic yards of dirt and rock were moved in building the railroad to serve Fort Leonard Wood at Newburg, Mo. The 20-mile railroad has 68 cuts and 68 fills through the heart of the Ozark Mountains.



www.utu.org / www.utuia.org

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Paul Tibbit knows the winning formula

The formula for a successful general committee is simple, although not so easy to implement. The formula consists of just three words: "Serve the membership."

BNSF General Chairperson Paul Tibbit (GO 393) is among those who have read, marked and inwardly digested the formula – and successfully put it into practice. Tibbit also is alternate International vice president-west.

Following the devastating Gulf Coast Hurricanes Gustav – and just before Ike – Tibbit approached BNSF management and offered a deal they couldn't, and wouldn't, refuse.



Tibbit

In exchange for temporarily easing some work rules to ensure BNSF customers would be served in the hurricane-stricken region, Tibbit asked that all train, engine service and yard employees facing furlough, because of storm-related reduced operations, be guaranteed a minimum level of earnings.

BNSF Assistant Vice President Chris Roberts, knowing a win/win situation when he hears one, agreed.

A similar arrangement was made with BNSF General Chairperson Jim Huston (GO 009), another general chairperson who subscribes to the "serve-the-membership" creed.

As a result, operating employees unable to report to work as a result of the storms are "receiving paychecks from BNSF equivalent to the extra-board guarantee," Tibbit said.

"Members who are benefiting from this guarantee are spread across this general committee, and no one has been left out," Tibbit said. "I let members know when the carrier gets it wrong, and here I'm letting them know the carrier got it right, and we all appreciate what BNSF has done for this general committee and Jim Huston's committee."

BNSF even went an extra mile on behalf of Tibbit's members in the Beaumont, Texas, area, who were hardest hit. BNSF is providing those families driven from their homes by the storm with temporary lodging, three hot meals daily, electricity generators where necessary, plus fuel to operate the generators and gasoline for their automobiles (as electricity outages have made it near impossible for them to obtain diesel and gasoline from local service stations).

And there is more. Tibbit's general committee fund is in sufficiently good shape that members of Locals 773 and 1957 in Galveston and Silsbee, Texas, where property damage also was extensive, will receive \$300 each from the general committee to help with home repairs and temporary relocation.

Inside this issue of the UTU News:



Amtrak conductor Richard Morris is on the run. See page 2.



Why can't we all just do what's right? Boardman asks. See page 3.



Mention the UTU and watch Barack Obama light up. See page 5.



It's not too early to get your UTU holiday swag. See page 11.