



UTU News

SMART ★
SHEET METAL, AIR, RAIL and TRANSPORTATION WORKERS

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The Official Publication of the United Transportation Union

It's your job, your vote, your responsibility

Efforts at the bargaining table and in grievance handling are the "stuff" of what labor unions do on behalf of members.

Union members also have a crucial role to play in protecting job security, wages, benefits and working conditions. That role is casting ballots on Election Day for labor-friendly candidates, as the actions of Congress and state legislatures have significant and lasting impacts on working families.

Judges that rule on our lawsuits, and regulators who write and enforce workplace safety rules, are nominated and confirmed by the political party in power, while political majorities determine whether new laws and regulations are labor-friendly or anti-labor.

Our job security, wages, benefits and working conditions are as dependent on Election Day results as the results of contract negotiations and grievance handling.

As the rhetoric of political candidates increas-

es as we approach Election Day in November – when we elect a president, all U.S. House members, one-third of the U.S. Senate, many governors and state legislators – we should be focusing on how those candidates will impact on our jobs and workplace safety.

The UTU backs candidates who support working families, regardless of their political affiliation. In determining candidates who receive support from the UTU Political Action Committee (PAC), we examine their record, scrutinize their speeches and analyze their responses to questions.

In the months ahead, you will be hearing a lot from candidates through media reports, political advertising and local appearances. Many candidates will seek to gain your support on hot-button and emotional topics. Informed trade unionists seek deeper truths about the candidates – especially, they seek to determine a candidate's views on workplace issues.

While many candidates express positions you share on non-workplace issues, many also take anti-labor positions, such as supporting legislation making it more difficult to join a labor union, eliminating collective bargaining rights and weakening workplace safety laws.

UTU National Legislative Director James Stem offers, "The strength of our organization is our well informed members. We strongly encourage active and retired members to participate in the political process in their communities and interact with UTU officers concerning our legislative programs. Our members know their jobs, their health care and their pensions are all sensitive to the political process."

You owe it to yourselves and your family to stay informed on all the positions of candidates seeking your vote, and to cast an informed vote on Election Day.



King was advocate for economic opportunity, trade unionism

By Calvin Studivant
Alternate Vice President, Bus Dept.

As we follow the demonstrations of the 99 percent against the greed and wealth of America's top one percent, I am reminded of a 1967 speech by Dr. Martin Luther King Jr. in which he advocated a transformation "from a thing-oriented society to a person-oriented society."

Each day jobs are exported from our shores, layoffs are announced, health care insurance is cancelled or scaled back, and pension plans are eliminated, I feel the pain of the millions of fellow Americans who are fit, willing and able to work, yet unable to find jobs – or, if they do, cannot earn enough to support a family, much less afford adequate medical care.

They are rightfully angry when corporate profits become the most important objective.

Unemployment numbers hardly reflect the full pain in America, because unemployment numbers do not reflect the millions more who, after years of searching for a job, simply gave up looking.

How much more painful it is to realize that employers, emboldened by the worker pain of our times, are using economic hardship to frighten those with jobs against voting "union, yes" in the workplace.

In Congress, we see lawmakers more interested in protecting tax breaks for the very wealthy than passing stimulus measures to put Americans back to work; and proposing legislation making it more difficult to join labor unions.

It is unconscionable that Congress eliminated funding for high-speed rail construction that could relieve the intolerable congestion at airports and on highways and create thousands of new jobs.

It is equally unconscionable that Congress resists requests for more flexible transit funding to allow a shift in budgets from buying new equipment to using some of those funds to retain and expand existing service that would end transit system layoffs.

As we celebrate Dr. King's legacy this month, let us realize that he advocated not only racial harmony, but economic opportunity and trade unionism.

In response to anti-union politicians and employers, Dr. King preached:

"In our glorious fight for civil rights, we must guard against being fooled by false slogans, as 'right-to-work.' It provides no 'rights' and no 'works.' Its purpose is to destroy labor unions and the freedom of collective bargaining. We demand this fraud be stopped."

As we approach Election Day this November, let us unite in support of labor-friendly candidates. Let us support our UTU Collective Bargaining Defense Fund and our UTU PAC. Let us do this in the non-violent but aggressive spirit of Dr. King.

The strength of working families today is at the ballot box. There is so much at stake, for ourselves, for our families and for the millions of Americans seeking a fair day's pay for a fair day's work. United in solidarity we can make a difference with our votes.



As Dr. King said:

"All labor that uplifts humanity has dignity and importance and should be undertaken with painstaking excellence."

All that working families ask is the opportunity to work – jobs that can and will materialize with a fundamental shift in national priorities from a thing-oriented society to a person-oriented society.

BNSF conductor killed in accident

HOUSTON – A BNSF conductor and UTU member died Dec. 18 when his head reportedly struck a bridge beam while leaning over the railing of his moving locomotive's side running board in an attempt to check the fuel level in a fuel-tank sight glass.



Rieger

The nighttime accident occurred some 80 miles northwest of Houston, in Grimes County, at milepost 26.8 of the BNSF Conroe Subdivision.

Killed was **Stacy L. Rieger**, 41, of Lumberton, Texas, a four-year member of Local 1957, Silsbee, Texas. According to reports, Rieger, after

striking his head, tumbled from the locomotive down a 48-foot embankment into the Navasota River. Emergency responders, summoned by the locomotive engineer, pronounced Rieger dead at the scene.

The Federal Railroad Administration is investigating the accident.

Rieger is survived by his wife, four daughters and a stepdaughter.

He is the 10th UTU member killed on duty in 2011, two more than were killed during calendar year 2010.

Around the UTU

Local 168, Chicago, Ill.

Members of this Amtrak local celebrated their annual holiday extravaganza Dec. 6 at Ricobene's Restaurant, according to Local Chairperson **Doug Silkowski**. "It was wonderful to see the 'new kids on the block' interact with the retirees," Silkowski said. The event was put on with the help of the UTU Designated Legal Counsel firm of Harrington, Harrington, Acker & Thompson.

Local 211, Binghamton, N.Y.

Members of this local are mourning the death of **John J. McAndrew**, 92, who died Nov. 16, former member **Richard Ruggio** reports. McAndrew, a 55-year member of the UTU, worked as a brakeman and yard foreman before retiring from Delaware & Hudson. He was a member of the Msgr. William Farrell Division of the Ancient Order of Hibernians, Columbia Hose Company #5, and a fourth degree knight of the Knights of Columbus Council 329. He was preceded in death by his wife, Kathryn, and is survived by three daughters, two sons and five grandsons. He was loved by his grandsons and all of their friends, who called him "Helper."

Local 240, Los Angeles, Calif.

Many members have pulled the pin recently, Local Chairperson **Harry Garvin Jr.** reports. Union Pacific conductor **Robert J. Goldsboro**, who hired on in 1966, retired after 46 years of service. UP conductor **Ron Epps**, who hired on in 1977, has retired after 35 years of service. UP conductor **Walter Carter**, who hired on in 1972, has retired after 39 years of service. UP conductor **Ron Santos**, who hired on in 1969, has retired after 43 years of service. UP conductor **W. Ray Jones**, who started railroading in 1978, has retired after 33 years of service. "On behalf of all the members of Local 240, I wish all these members many years of health and happiness in their retirements," Garvin said.

Local 243, Fort Worth, Texas

At this local's annual Union Day, International Vice President **Paul Tibbit** and fellow local members recognized retiring Treasurer **L.D. Turner**, according to newly elected Secretary & Treasurer **Randy Reed**. Turner retired after 42 years of service with Union Pacific and 30 years as local treasurer. He hired out with Texas & Pacific Railroad in 1969.



International Vice President **Paul Tibbit**, third from left, presents former Treasurer **L.D. Turner**, fourth from left, with a UTU brass lantern. Also pictured, from left, are General Chairperson **Troy Johnson**, **Reed**, Local President **J.P. Beckman**, Texas State Legislative Director **Connie English** and Vice General Chairperson **Steve Simpson**.

Local 305, Lincoln, Neb.

The members of this BNSF local and other employees have raised \$4,888 for children's charities since July 2010 through a BNSF incentive-based program designed to help reduce human-factor incidents, Secretary & Treasurer **Bryan Dance** reports. Employees at the railroad's Hobson Yard, without a human-factor incident for an entire quarter, have the option of receiving a gift card from the BNSF company store, or donating their dollars earned to one of two charities. As a result, Dance said, members have contributed \$2,882 to the local Coats for Kids campaign and \$2,006 to the Children's Hospital and Medical Center. Also, human-factor incidents in the yard have been reduced 41 percent. In other news, members in November welcomed back to railroad service **Monte M. Haugen** after 12 months of National Guard duty in Iraq.



Ohio State Legislative Director **Glenn Newsom**, right, finds that Santa's beard is the "real deal" as he tugs on **Watts Montgomery's** whiskers.

On the first day of Christmas, Montgomery gave to me...

You can't blame UTU member **Watts Montgomery** for being tired this time of year. You would be tired, too, if you had 2,074 people sit on your lap.

Montgomery has portrayed Santa Claus the past three years around his home in Portsmouth, Ohio. There the Norfolk Southern conductor serves his UTU Local 496 as legislative representative.

He approached NS three years ago to see if he could get a caboose to use as a mobile "North Pole." The carrier agreed and members of the carrier's Portsmouth safety committee, mostly all union members, transformed the caboose into a rolling home for the jolly old elf.

Wearing a suit handmade by his wife, Mary, and accompanied by Mary as "Mrs. Claus," Montgomery travels across the carrier's Portsmouth Division, from Columbus, Ohio, to Williamson, W. Va., treating youngsters of all ages to the joy of the holidays.

"The first year we hosted about 300 people, and it has grown each year," Montgomery said. "NS buys candy to hand out, I buy little toys, and Operation Lifesaver donates coloring books, crayons and flying discs with their logo on it.

"The bigger kids are all asking for iPods and iTouches and cellphones. The smaller kids want dolls or trucks. The request that gets me the most, though, is when they ask that their father or mother who is serving in the armed forces be home for the holidays. I lost a brother in Vietnam and that request really gets to me.

"I want to thank all the guys from Local 496 who help me out. I could not do this without them, and Mary," Montgomery said. "We had a disabled child about five who was brought to the caboose by his grandparents. The guys lifted the child into the caboose so he could spend time with Santa Claus."

Montgomery, who sports a full white beard, also portrays Santa Claus at schools, nursing homes and daycare centers.

"This is the best publicity NS could ever get, and I will continue to do this as long as the company allows me," Montgomery said.

Local 407, Charleston, S.C.

This combined CSX/NS/South Carolina Public Railways local held its third annual Christmas party Dec. 3 at the Holiday Inn in Summerville, S.C., thanks to the efforts of Local President **Darren Ferrell**, Secretary & Treasurer **Mike Corrigan** reports. More than 100 gifts were collected and donated to the Shriners Organization. The event was sponsored by the UTU Designated Legal Counsel firm of Rossman, Baumberger, Reboso, Spier & Connolly.

Local 490, Princeton, Ind.

Members of this Norfolk Southern local are saddened by the passing of **Jackie Bishop**, 73, who began railroading in 1969 and who retired

after 33 years of service, according to Local Chairperson **Schuyler Smith**. Bishop was a veteran of the U.S. Army. He was a member of VFW Post 1147, Patoka Masonic Lodge, Gibson County Shrine, Scottish Rite and Hadi Shrine. He is survived by his wife of 47 years, Michele; two daughters and three grandchildren.

Local 1440, Staten Island, N.Y.

Members of this Staten Island Railway local are mourning the death of **Robert "Sully" Sullivan**, who was a railman for the carrier for nine years. "Sully faced Lou Gehrig's Disease for the past three years and fought hard to overcome it, day in and day out," said Secretary & Treasurer **Vincent LaBella**. The local is asking all UTU brothers and sisters to assist this family with their future. Send donations to Sullivan's wife, Ede, at: 366 Westwood Ave., Staten Island, NY 10314. "Robert was not yet vested for a retirement pension," LaBella said. In other news, Local President **Jaime Brownell** reports he and other members of the local recently met with State Sen. **Diane Savino** to discuss the method by which the MTA processes pensions for disabled Staten Island Railway employees. Following the meeting, Savino said she and her staff would assist disabled employees in minimizing the delays of the application process.



Disabled UTU member and track worker **Carmine Antonelli**, left, attends a meeting with Local 1440 General Chairperson **Thomas Wilson**, right, Local President **Jaime Brownell** and N.Y. State Sen. **Diane Savino**.

Local 1445, Elizabeth, N.J.

Veterans of Foreign Wars Lodge 7508 recently presented this NS local with an award "for meritorious and distinguished service," according to Secretary & Treasurer **Bob Braden**. The award was bestowed on the local for its fundraising efforts on behalf of **Colin Pascik**, a U.S. Marine from New Jersey who lost both legs to an improvised explosive device (IED) in Afghanistan in 2010. On hand to accept the award from VFW Lodge 7508 representative **Agnes Wojtowicz** were Local Chairperson **Tony Maldonado**, Local President **Ron Sicinski** and Braden.

Local 1886, Houston, Texas

Army Pfc. **Cody Norris**, 20, the son of member **Stan "Reese" Norris**, was killed in Kandahar, Afghanistan, Nov. 6, when enemy forces fired upon his unit, Texas State Legislative Director **Connie English** reports. Cody enlisted in October 2010 as an infantryman. "A benefit fund has been set up for the family of Cody Norris and I encourage all of you to be generous this holiday season," English said. Contributions in Cody's name can be sent to Port Terminal Federal Credit Union, 8934 Manchester St., Suite 215, Houston, TX 77012.

Local 1957, Silsbee, Texas

A fund has been established for the family of Local 1957 member **Stacy Rieger**, a BNSF conductor, who was killed Dec. 18 when his head reportedly struck a bridge beam. (See page 1). Local 1957 member **Caleb Butler** set up a benefit account in Stacy's name at Community Bank to aid Rieger's family. Community Bank is located at 645 North 5th St., Silsbee, TX 77656-4040. The phone is (409) 386-6058; the account number is 51036468. Rieger is survived by his wife, Ann, four daughters and a stepdaughter.



UTU amends rail disability plan

Revisions to the Anthem Voluntary Short Term Disability (VSTD) plan that better reflect the actual claims experience of UTU rail members and adjust to the prevailing market rate for this type of coverage became effective Jan. 1.

Revisions to the Lincoln National Life Short Term Disability plan for bus members are being evaluated and should be available within the next 60 days.

The UTU Board of Trustees has carefully studied the various options available to the groups and concluded that these revisions are warranted and necessary for the long-term health and viability of the plans.

First and foremost, the UTU's focus is to maintain a basic "safety net" of coverage for its members while balancing plan costs with benefits.

The revisions below became effective Jan. 1. If you currently do not participate in the Anthem VSTD plan because you had previously waived coverage, you are not affected by these revisions.

- The monthly premium has changed to \$34.50 per month from \$31 per month.

- The plan no longer provides benefits for alcoholism or drug addiction treatment at a rehabilitation center or other institution approved for such treatment.

- The benefit period has been reduced to 26 weeks for all disabilities.

Anthem



Except for these revisions, there are no other changes to the plan or its operation. There are no new pre-existing condition exclusions to satisfy under the revised plan.

If you have already satisfied the 12-month pre-existing condition exclusion period, or are in the process of satisfying it, then your status will carry forward to the revised plan. Your enrollment date under the original plan will apply to the revised plan.

If you become a member, for the first time, after Jan. 1, 2012, you will be subject to a 12-month pre-existing condition exclusion period (the same provision as existed under the original plan).

If you incurred a disability that commenced on or before Dec. 31, 2011, your disability benefits (for the entire period of that disability) will be calculated based on the original plan benefits in effect prior to the Jan. 1, 2012, revisions. All disabilities that commenced on or after Jan. 1, 2012, will be subject to the revised plan guidelines.

Your benefits remain 100 percent tax free.

If you own a UTUIA disability plan, you may continue to collect those benefits with no offset to your Anthem disability benefits.

The premium changes were made effective with the December 2011 payment. This happened automatically through the UTU local

treasurer to ensure that coverage is not interrupted. There is nothing for rail members to do to continue this valuable coverage.

If you decide to leave the plan, you must notify UTU with a waiver form (available on the UTU website), completed and mailed to the UTU International. Once the UTU receives your waiver form, it will contact your local treasurer to discontinue deductions and make any necessary refunds to you.

Once you submit a waiver form, you will no longer be eligible to participate in the plan. If you wish to re-enroll at a later date, you will be subject to full underwriting at your expense, with no guarantee of acceptance. If you are accepted, you will be required to satisfy a new 12-month pre-existing condition exclusion period.

Waiver forms should be mailed to: Attn: Dora Wolf, UTU, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

In 2009, the UTU introduced the Anthem (VSTD) plan and made preparations for the initial enrollment. The plan has received overwhelming support from its railroad members, with more than 40,000 enrolled. Since its inception, UTU members have become eligible for more than \$25,000,000 in disability benefits. While the UTU never want to see its members sick or injured, it is excited that the Anthem plan is available when they need it.

Members ratify two new rail agreements

Two new UTU-negotiated rail agreements have been ratified by members.

UTU-represented trainmen and engineers employed by **Evansville & Western Railroad** overwhelmingly ratified a new five-year agreement, while UTU-represented trainmen and engineers employed by **Iowa Interstate Railroad** ratified a new six-year agreement.



Wier

The Evansville & Western agreement provides for substantial wage increases with full back-pay, certification pay for conductors and engineers, freezes health care insurance contributions, preserves cost-of-living adjustments, and improves working conditions and seniority moves.

UTU International Vice President Dave Wier, who assisted with the negotiations, congratulated General Chairperson **R.W. "Red" Dare** (Canadian National, GO 433) and Local 1525 Chairperson **Danny Kautzman** for "the great effort put forth in negotiating an agreement with dramatic improvements in wages and working conditions. The wage increases, coupled with the certification pay, provide members with outstanding increases in the daily rates of pay."

The Iowa Interstate agreement provides for

wage increases, a boost in the meal allowance, plus improvements in vacation provisions, working conditions and allowances. Also established is a seniority maintenance provision, and covered employees will gain coverage under the UTU National Health and Welfare Plan as well as the national dental and vision plans.

Evansville & Western, Iowa Interstate members ratify deals

Wier also assisted with the Iowa Interstate negotiations. He praised General Chairperson **Dave McFarland**, Local 258 Chairperson **Norman Kitchen**, and Local 258 President **Jesse West** for "the extraordinary effort put forth in negotiating a solid agreement with substantial improvements in wages, working conditions and health care benefits. The National Health and Welfare package is far superior to the former Iowa Interstate plan in all aspects and was an integral part of the negotiation process."

RRB tax rates will be unchanged in 2012

Railroad Retirement and Social Security tax rates for 2012 will be collected on a larger amount of gross wages, while the percentages collected from paychecks will remain the same, at least through February.

Social Security and Railroad Retirement Tier I tax rates will be 4.2 percent, and assessed on all wages up to \$110,100. Employers pay an equivalent amount on those wages.

Also, a Medicare tax of 1.45 percent will be assessed on all wages, with no maximum cap.

For railroad workers, the Railroad Retirement Tier II tax will be 3.9 percent on gross wages up to \$81,900, while employers will pay a tax of 12.1 percent on that level of wages.

The Social Security and Railroad Retirement Tier I tax rates could rise if Congress does not extend the temporary two-percent-age point reduction beyond February.

ERMA maximum hiked

UTU members and their dependents insured under the Railroad Employees National Early Retirement Major Medical Benefit (ERMA) Plan (GA-46000) had their lifetime maximum coverage amount increase Jan. 1.

The lifetime maximum, effective Jan. 1, 2012, increased to \$131,500, a jump of \$5,300.

ERMA is a comprehensive benefits plan for employees who retire at or after age 60 with 30 years of service. The plan covers qualified employees, spouses and dependents until the employee reaches age 65. If the employee qualifies for Medicare before reaching 65, ERMA no longer covers the employee, but dependents continue coverage until the employee reaches age 65. ERMA is not applicable when any covered individual becomes Medicare eligible.

For individuals who have reached the lifetime maximum, the incremental maximum available is applied to eligible expenses submitted for dates of service after Jan. 1.

Charlotte drivers win new contract

CHARLOTTE, N.C. – Members of Local 1715 have ratified a new agreement with Charlotte Area Transit by a three-to-one margin.

The new contract provides for wage increases, freezes employee contributions to health care insurance, restores travel time, adjusts work rules as sought by the membership, and adds a retiree health care plan.

Negotiations were led by General Chairperson **Kevin Moss** and Vice General Chairperson **Trent Hasson**, with assistance from Calvin Studivant, who is alternate vice president of the UTU Bus Department.

Studivant praised the efforts of Vice Local Chairperson **Donnell Taylor**, Local President **Bruce Wright**, Secretary **Bill Brown** and former General Chairperson **Brenda Moore**, along with **Glennie Holland**, **Cheryl Brown** and **Derrick Moss**, and UTU International organizer **Mike Lewis**.

2012 holiday schedule

Rail employees working under the national agreement between the UTU and the National Carriers' Conference Committee (NCCC) will receive 11 paid holidays in 2012. The 2012 paid holidays are:

New Year's Day, paid holiday observed Monday, Jan. 2

President's Day, Monday, Feb. 20

Good Friday, Friday, April 6

Memorial Day, Monday, May 28

Independence Day, Wednesday, July 4

Labor Day, Monday, Sept. 3

Thanksgiving Day, Thursday, Nov. 22

Day after Thanksgiving, Friday, Nov. 23

Christmas Eve, Monday, Dec. 24

Christmas Day, Tuesday, Dec. 25

New Year's Eve, Monday, Dec. 31



“It is solidarity of labor we want. We do not want to find fault with each other, but to solidify our forces and say to each other, ‘We must be together; our masters are joined together and we must do the same thing.’” – American labor and community organizer Mother Jones

Working together to make SMART a reality

The following is a joint letter from UTU International President Mike Futhey and Sheet Metal Workers' International Association General President Joe Nigro on the merger of the two organizations to become the Sheet Metal, Air, Rail & Transportation Workers (SMART).



Nigro

A message to UTU members from SMWIA General President Joe Nigro and UTU International President Mike Futhey



Futhey

Brothers and sisters:

The merger of the United Transportation Union (UTU) and the Sheet Metal Workers' International Association (SMWIA) into the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART) became effective Nov. 30, 2011.

The two of us firmly believe that

The two of us firmly believe that the time for conflict between our two great unions is over

the time for conflict between our two great unions is over. It is time to heal our wounds and embark jointly on a productive and successful future.

Central UTU issues of craft and general committee autonomy are intact and not an issue. It is time to build a bigger, stronger and more effective organization in order to meet the many challenges facing you, our memberships.

We begin now to implement the provisions of the merger agreement that recognizes the need for an

orderly transition of our respective organizations.

Change, at times, may be difficult but both of us are committed to bringing our unions together in SMART by building on our strengths.

The UTU brings to SMART

proven accomplishments before the National Mediation Board and in dealing with the Railway Labor Act, rail safety and state legislative issues. The SMWIA brings to SMART expert knowledge related to organizing and extensive training resources and facilities nationwide.

Combined as SMART, we create a large and powerful voice within the AFL-CIO and in advancing legislative objectives in Congress and state legislatures.

In the months ahead, we ask you

to work with us collaboratively, creatively and with open minds to preserve the best practices of the UTU and SMWIA, and to become more efficient and cost-effective in conducting union business.

As we write this, committees are forming to work out the myriad details necessary to accomplish the merger.

We intend the implementation process to be transparent and welcome your involvement in building SMART into the best possible

union for the sake of all our members. Both of us pledge our loyalty to the mission we now undertake.

The Sheet Metal Workers' International Association (SMWIA), a member of the AFL-CIO and the Canadian Labour Congress, is 150,000 members strong, with 2,027 working in the railroad industry.

SMWIA members also work in construction, manufacturing, service and shipyard industries, primarily in HVAC systems as well as architectural and specialized metal fabrication.

The SMWIA's earliest predecessor – the Tin, Sheet Iron and Cornice Workers' International Association – was formed in January 1888. In 1924, the SMWIA name was adopted. Railroad shop workers have always been an integral part of the union.





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

Sugar: Our good friend, and old enemy

When I want to get started on a job that I have been putting off, I eat a few chocolate chip cookies (think sugar), and my enthusiasm picks right up and I am on my way.

Unfortunately, there is a downside to our easy access to energy-packed food – sugars.

If we eat more sugars (think calories) than we burn up in a day, our bodies, being good stewards, turn this spare energy into fat. When we continue this, day-after-day, excess fat can make us vulnerable to many medical conditions, such as high

If we eat more sugars than we burn up in a day, our bodies turn the spare energy into fat

blood pressure, diabetes, heart attacks and liver ailments.

Please note that I say sugars, not just sugar, since there are many sugars, and newer information indicates which ones we eat may make a difference.

Table sugar contains both fructose and glucose. Some believe that high fructose corn syrup, a relatively new



A message to UTU members from UTU Medical Consultant Dr. Norman Brown

product, which is added to sweeten many foods, especially sodas, is contributing to our obesity epidemic in America.

Despite the controversy about

this form of sweetener, all agree that it can be sweeter than table sugar, and appears more likely to turn into fat in the liver and may not be good for us. While the jury is still out, please consider limiting foods containing this additive.

Our ancestors took in their sugars, including some fructose, through sweet fruits, such as berries, that also

contain a lot of fiber. The mixed in fiber slows the sudden surge of sugars into our bloodstreams, such as may occur after a soft drink, and many experts believe the slowing is beneficial. Turning that idea around says that sugar, without fiber, is less healthy for us.

you to keep down your sweetener intake, do consider using it in small quantities.

The bottom line is that each of us should work hard to keep our calorie intake in balance with our calorie expenditure so we are not carrying much excess fat.

The bathroom scale and our waistlines are the best monitors of how we are doing. Reading labels on packaged foods about sugar content also can help.

Fructose in processed foods appears to be especially worrisome. While I believe we will one day learn which of us can or should eat what foods to our best benefit, I personally

The bottom line: Work to keep calorie intake in balance with calorie expenditure

Sugar substitutes are now very available in the form of saccharine, aspartame (Equal), sucralose (Splenda) and Stevia. Studies have been inconclusive as to whether each is totally safe, but if one helps

have found that a diet high in protein and lower in carbohydrate and fat helps me most in keeping my own weight down while still having the energy to pick on myself and UTU members about our eating habits.

State Watch

News from UTU State Legislative Boards

New England states



New England Legislative Board Director **George Casey** was recently elected vice president of the Massachusetts AFL-CIO. In the photo above, Casey, left, is shown with Steve Tolman, Massachusetts AFL-CIO president, and New England Legislative Board Assistant Director **Joe Motte** (right). Tolman is a sitting state senator, former state legislative director of the Transportation Communications Union, and the son of the late Dave Tolman, who was general chairperson of the former Order of Railway Conductors & Brakemen (a UTU predecessor) and the UTU. His brother John is a BLET vice president and that organization's national legislative director.

North Carolina



The North Carolina State Legislative Board recently sponsored a table at the Democratic Party's Western Gala Fundraiser, State Legislative Director **Dickie Westbrook** reports. UTU representatives were able to speak with many state and federal lawmakers about issues of importance to the union and its members, Westbrook said. Above, South Carolina State Legislative Director **Jack Ramsey** (left) and Westbrook (right) meet with North Carolina Secretary of State Elaine Marshall.

DONATE TO UTU PAC!



IT DOESN'T COST, IT PAYS!

Georgia



Left to right: State Legislative Director Howell Keown, JoAnn Keown and Rep. Lewis.

State Legislative Director **Howell Keown** recently presented Georgia Democratic Congressman John Lewis with a UTU PAC contribution to aid in his fight for issues important to the UTU and all working families. Lewis is a member of the House Ways and Means Committee, with oversight of Railroad Retirement, Social Security, Medicare and unemployment benefits. "Lewis told me that he sincerely appreciates the longstanding friendship and continuing support of the UTU and all of its members," Keown said.

LACMTA members vote yes on pact

LOS ANGELES – The almost 5,000 UTU members employed by Los Angeles County Metropolitan Transportation Authority (LACMTA) have ratified a new contract, which runs through June 30, 2014, by better than a three-to-one margin.

The new contract provides for wage increases, a signing bonus, improved work rules, narrows the pay gap between the top and bottom tiers of employees, and maintains health care and pension benefits.



Williams

LACMTA General Chairperson **James Williams** led the negotiations, with assistance from former UTU International Vice President Vic Baffoni.

"We have high praise for all the general committee and local officers who supported our efforts during a difficult two-year process to obtain this agreement," Baffoni said. "We gained stability and job security in a very troubling economic environment and we are in a position to build on this agreement, on behalf of our membership, in better economic times."

The agreement affects Locals 1563, 1564, 1575, 1607 and 1608.

FAA announces new rules aimed at cutting pilot fatigue

The Federal Aviation Administration (FAA) has announced new rules aimed at preventing dangerous fatigue among aircraft pilots.

The new rules are in response to a Colgan Air crash near Buffalo, N.Y., in 2009 that killed 50 people.

Under the new rules:

- Flight-duty times would range from nine to 14 hours. Additionally, rather than just counting flight time and rest time, flight-duty time would include the time spent flying to the job, which, as in railroading, is called deadheading;
- Flight-time limits will be eight or nine hours, depending on the start time of the pilot's entire flight duty.
- Minimum rest periods will be 10 hours between shifts. The pilot must have an opportunity for eight hours of uninterrupted sleep during that rest period.
- Pilots must have 30 consecutive hours of rest each week, which is a 25 percent increase over current standards.

The new rules do, however, allow pilots to sit at the controls for an hour longer per day, from eight hours to as many as nine.

Also, pilots flying late at night, across multiple time zones or on schedules involving numerous landings and takeoffs, will work shorter shifts than those flying during the day.

The rule also requires pilots to sign paperwork verifying that they are rested before each flight to highlight the need for personal responsibility.



Feds issue rule prohibiting drivers from using cellphones

WASHINGTON – A final rule has been issued by the Federal Motor Carrier Safety Administration (FMCSA) prohibiting bus (including school bus) drivers and truck drivers, operating in interstate commerce, from using hand-held cellphones while operating their vehicles.



Also included in the ban are drivers of small passenger vehicles designed to transport between nine and 15 passengers.

The final rule became effective in late December, and violation subjects drivers to stiff fines and loss of their commercial driver's license.

An exemption permits the use of a hand-held device for communicating with law enforcement or other emergency services while the vehicle is in operation.

The ban exempts the use of hands-free devices located in close proximity to the driver where the driver need only press a single button. The FMCSA said stops can be avoided "by using hands-free" devices with a speakerphone function or a wired or wireless earphone.

In 2010, the FMCSA banned text messaging by bus (including school bus) and truck drivers while operating their vehicles in interstate commerce.

Drivers who violate the restriction will face federal civil penalties of up to \$2,750 for each offense.

Additionally, states will suspend a commercial driver's license (CDL) after two or more serious traffic violations.

Commercial bus and truck companies that allow their drivers to use hand-held cellphones while driving will face a maximum penalty of \$11,000.

Santa Monica drivers ratify new contract

SANTA MONICA, Calif. – UTU members employed by Santa Monica Regional Bus Lines (Local 1785) have ratified a new three-year contract by a three-to-one margin.



Reddy

Avila and Martin Guerrero.

The contract, which expires June 30, 2014, includes pay raises, maintains and improves work rules, retains full-coverage health care insurance, and provides that discipline for using cellphones on duty must be verified on camera or witnessed by two or more independent sources. (The Federal Motor Carrier Safety Administration cellphone ban affects only drivers in interstate commerce.)

Former UTU International Vice President Vic Baffoni, who assisted in negotiations, praised the efforts of General Chairperson **Adhi Reddy** and Local 1785 officers **Moses**

UTUIA: YOUR union-owned insurance company

Insurance FOR unionized transportation employees, managed BY labor-represented employees FOR labor-represented workers

UTUIA'S PROMISE TO YOU:

Invest in any of the UTUIA's accident and/or health insurance policies, to protect you and your family members, and the UTUIA makes these promises to you:

- ▶ All benefits will be paid directly to YOU
- ▶ Only YOU can cancel your insurance policy; it is guaranteed renewable
- ▶ No physical required
- ▶ Your premium does not increase with age
- ▶ You will NEVER be singled out for an increase in premiums
- ▶ Benefits will always be paid at full value, regardless

Disabled? UTUIA can help

During your working years you are 3.5 times more likely to be injured and need disability coverage than to die and need life insurance. This does not suggest you should abandon life insurance to purchase a disability policy, but it does highlight the importance of disability insurance in any financial plan. Your most valuable asset is your ability to earn a living – protect it with a UTUIA disability plan.

If you already participate in the Anthem or Lincoln plans, you have taken an important first step. While owning a group plan like Anthem or Lincoln is important, it is just as important to supplement those plans with additional UTUIA coverage so that your family is fully protected. Do not forget: UTUIA benefits are never offset against your Anthem or Lincoln coverage. UTUIA pays 100 percent, in addition to any group plans.

Accidental death protection

UTUIA's accidental death and dismemberment policy offers guaranteed approval for all active transportation employees and their family members. Unlike most accidental death plans, the UTUIA's plan also covers confinement in an intensive care unit as a result of any accident. UTUIA offers plans that start at only \$6.50 per month; our most popular plan is only \$19.50 per month and offers up to \$180,000 of accidental death benefits and up to \$18,000 for ICU confinements. This plan is a must for anyone working in the transportation industry.

Protection from accidents

Each year, more than one in nine persons seek medical attention for an injury. Each year, some 1.5 million people are hospitalized and 27.7 million people treated in hospital emergency rooms. A fact that few consider is that 57 percent of all injuries occur in the home.

Out-of-pocket costs like deductibles and co-pays, out-of-network charges, missed work days not covered by disability plans, missed work days by loved ones caring for an injured person convalescing at home can all add up. Our accident indemnity plan pays cash directly to you to use as you see fit when accidents occur. You are covered 24/7 both on and off the job, and family members can be added to coverage for less than \$1 a day.

This comprehensive plan not only covers hospital confinements, but emergency treatment, dislocations and fractures, burns, eye injuries, lacerations, diagnostic exams, physical therapy, ambulance and much more.

UTUIA covers cancer expenses

Fighting cancer is a battle in the best of circumstances and can take a toll on even the most financially stable families with great health care coverage. Statistics tell us that one out of three individuals will be diagnosed with cancer in their lifetime and that cancer will affect three of every four families. A two-parent family and all of their children (children under 18 or 23 if full-time student) can typically be covered by the UTUIA against cancer expenses for less than \$1 per day.

The UTUIA offers a multi-benefit cancer plan that can make the difference when cancer strikes. Join the thousands of other UTUIA members who have already purchased a cancer plan and protect your family today.

Go to the UTUIA website: www.utuia.org
Call UTUIA, toll-free, at (800) 558-8842 for complete details on any product
Email the UTUIA: utuiasales@utu.org
Clip and mail the coupon at right; a UTUIA representative will contact you.

Information, please

I would like more information on UTUIA's products. (Please print)

Full name _____ Sex _____ Date of birth _____

Address _____ City _____ State _____ ZIP _____

Telephone number with area code _____ UTU local number _____ Email _____

Complete and mail to: UTUIA, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333 1/12



UTUIA offers protections you and your family deserve

'Insurance is the foundation of a sound financial plan'

By Tony Martella
Executive Director of Business Operations and Insurance



Martella

The foundation of a sound financial plan is to assure sufficient income to protect our loved ones in the event of an untimely death, catastrophic illness or long-term disability.

The United Transportation Union Insurance Association (UTUIA), owned by its policy holders, offers top-quality insurance products for every stage of life and family circumstance, geared specifically for transportation industry members and their families.

UTUIA is all about dedicated trade unionists assisting dedicated trade unionists in a not-for-profit company.

With more than \$25 million in surplus, UTUIA is financially sound and offers a broad portfolio of competitive products.

And unlike so many private insurance companies, the union-friendly UTUIA doesn't engage in anti-union activities, such as lobbying for corporate-favored public policies.

To learn more about UTUIA products, contact a UTUIA field supervisor. The list of field supervisors and their contact information is shown below.

The first person you should pay on payday is yourself. Invest in yourself and your family; let the UTUIA help you.

UTUIA helps you save

The UTUIA offers three investment vehicles that offer guaranteed returns and can be used to ensure a more secure retirement. With more than \$85 million invested, the UTUIA's retirement products are doing just that for your friends and family.

The UTUIA offers Individual Retirement Accounts (IRAs), Roth IRAs and an annuity plan. Depending on your income level, some or all of your contributions to an IRA may be tax deductible. If you invest in a Roth IRA, your future payouts will be tax free. With all three plans your year-to-year earnings will grow tax free. Why pay Uncle Sam more than you have to? Begin investing in tax-deferred growth today and let the tax laws work in your favor.

The UTUIA also offers several payout options when you do decide to withdraw your funds. Also important is that, since our annuity is an insurance product, your beneficiary will receive your annuity value upon your death while avoiding the time, expense and frustrations of probate.

UTUIA offers life insurance

Whole life insurance

Permanent life insurance offers guaranteed premiums, a guaranteed death benefit, guaranteed cash values and may pay dividends. It provides coverage up to age 121.

Loan provisions allow you to borrow up to 90 percent of the cash value in your policy. Other benefits include supplements (called "riders") to cover your spouse and dependents, an accidental death benefit provision and a waiver of premium if you become disabled.

Term life insurance

Term life insurance offers substantial insurance coverage at a low cost. It also provides coverage for a specific period of time, up to age 95. Conversion privileges guarantee your approval to a whole life insurance policy without medical review.

These UTUIA field supervisors are ready to help you

See www.utuia.org to find the field supervisor that represents your local area.

David Landstrom (307) 630-2927 d_landstrom@utu.org		Greg Hale (574) 286-5902 greghale@utu.org		Chris Fly (252) 813-7319 cfly@utu.org	
Brian Martin (208) 241-3867 bamartin@utu.org		Art Rayner (724) 699-1233 art_rayner@utu.org		Malcolm Morrison (910) 995-6720 tbone@utu.org	
Serge Decoste (909) 292-7361 s_decoste@utu.org		Charlie Skidmore (303) 564-5616 charlieskidmore@utu.org		Steve White (864) 379-4062 s_white@utu.org	

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

UTU Alumni Association

News, information for members of the UTU Alumni Association

UTU retiree celebrates 90th birthday with skydive

Different people celebrate birthdays in different ways. Take UTU retiree **Richard "Red" Falvey**. He celebrated his 90th birthday by jumping out of an airplane.

This wasn't the first time Falvey had parachuted. It was the 26th.

He knew since he was young he wanted to skydive. He saw someone do it at the end of a barnstorming show near where he grew up in Yonkers, N.Y., and was hooked.

"When I saw them jump I said, 'I am going to do that.'"

He joined the Army in 1942, but only after the recruiter guaranteed him airborne training. After five qualifying jumps Falvey "earned his wings" on Christmas Day 1942, "one of the best days I ever had," he said.

He made his first combat jump into Normandy on D-Day, landing in an apple orchard six miles from his unit's intended drop zone.

Falvey was in the headquarters company of the Second Battalion, 506th Parachute Infantry Regiment assigned to the 101st Airborne Division of the U.S. Army, the outfit made famous in the "Band of Brothers" book and subsequent television series. "I knew them all," Falvey said.



Photo courtesy Joe Hermitz, Harrisburg, Pa., Patriot-News

UTU retiree Richard "Red" Falvey celebrates his 90th birthday with a parachute jump.

"God Bless the USA." After the jump, Falvey signed copies of Stephen Ambrose's book "Band of Brothers" for friends and onlookers.

His 90th birthday jump "was not unusual; it was something I wanted to do," he said. "I had jumped a few years before. Prior to that I did two jumps in California in preparation for the 60th anniversary of D Day. In 1994, I jumped on the 50th anniversary of D Day."

Falvey said this won't be his last jump. On his most recent jump Falvey carried a coin in his shoe from a fellow World War II vet whom he is trying to persuade to jump someday. Falvey also has plans to jump on his 101st birthday, in tandem with Elliott over his farm in Hammondsport.

This was not his first jump; it was his 26th

He ended the war in Berchtesgaden, Germany, home of Hitler's sanctuary called the "Eagle's Nest."

"I saw Hitler's home, but it had be bombed heavily by the British. It was surrounded by guards and pretty well looted by then."

A member of Local 385 in Croton-on-Hudson, N.Y., he returned to the railroad and worked for 40 years as a railroad conductor before retiring from Penn Central in 1982. He lives today on his farm in Hammondsport, N.Y.

Jumping from 13,500 feet, Falvey and his tandem jump mate Michael Elliott floated to earth as the public address system at the airport played

Alumni Alaskan cruise

Landfall Travel, the UTU Alumni Association's designated travel agent, is putting together a seven-day cruise to Alaska for members of the association.

The Holland America cruise will depart from Seattle Sept. 8 and visit Juneau, Glacier Bay, Sitka, Ketchikan and Victoria, B.C.

Prices start at \$879 per person; airfare is extra and can be arranged by Landfall. Certain other conditions apply.

For complete details call Landfall at (216) 521-7733, or view the Alumni Association page at www.landfalltravel.com.

Locals honor retirees with memberships

Many UTU locals honor their retiring members by enrolling them in the UTU Alumni Association and picking up their first year's membership dues.

"This is a great parting gift for a retiring UTU member that pays dividends for years to come," Alumni Association Coordinator Carl Cochran said.

UTU Alumni Association membership application forms can be downloaded from the Alumni Association page of www.utu.org.

Locals can also remit \$9 for each retiring member(s), along with his or her name and local number, to the UTU Alumni Association, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333.

A UTU Alumni Association new-member kit, which contains detailed information about the benefits of membership along with an embroidered baseball-style cap, will be mailed to the new member in two to four weeks from receipt of payment.

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
60	Reizovic, Frank	Bethpage, N.Y.	792	Belohlavek, Henry R.	Willoughby, Ohio	1374	Henderson, James A.	Columbiana, Ohio
61	Deandrea, Fred D.	Audubon, N.J.	792	Hageman, Robert V.	Willowick, Ohio	1382	Luedke, Marlan J.	Benson, Ariz.
145	Markel, Glen T.	Westerville, Ohio	792	Legnosky, William P.	Cleveland, Ohio	1383	Renslow, Robert D.	Hobart, Ind.
256	Lafayette, Oscar E.	Whitehall, N.Y.	903	Stephenson, William J.	Jacksonville, Fla.	1390	Bugno, Stanley L.	Rochester, Ind.
257	Broberg, Theodore P.	Chadron, Neb.	915	Crum, Basil T.	Charleston, W.Va.	1393	Sciortino, Carl E.	Buffalo, N.Y.
281	Cardo, Harold H.	Montello, Wis.	923	Ruppanner, Ray A.	Midland, Texas	1393	Slomba, Edward A.	Ravena, N.Y.
298	Carnahan, Charles A.	Saint Joe, Ind.	924	Taylor, Alvin O.	Richmond, Va.	1400	Morton, Frederick H.	Yarmouth, Maine
367	Newsom, Lloyd J.	Council Bluffs, Iowa	982	Vanderwall, Francis J.	Clifton Springs, N.Y.	1518	Alvis, James E.	Indianapolis, Ind.
432	Wharmby, Albert E.	Downers Grove, Ill.	998	Leggett, George B.	Waycross, Ga.	1518	Imel, William R.	Mooreville, Ind.
464	Hodges, Everett J.	Oklahoma City, Okla.	1007	Cerow, Robert W.	Watertown, N.Y.	1518	Stout, Calvin E.	Louisville, Ky.
473	Presley, Donovan D.	LaGrande, Ore.	1011	Martin, Jack	Rockingham, N.C.	1518	Wehrmeyer, John E.	Terre Haute, Ind.
544	Volbright, Vernon B.	Havre, Mont.	1035	Turner, Alfred	Eaton Park, Fla.	1524	Latham, J.W.	Nacogdoches, Texas
587	Fiske Jr., John F.	Canaan, N.H.	1067	Erickson, Ronald A.	Tower, Minn.	1544	Pettus, Glenn A.	Sun City, Calif.
605	Summers, James W.	Clarksburg, W.Va.	1074	Humberson, Clifford R.	McHenry, Md.	1574	Shepherd, Vern C.	Portland, Ore.
622	Chisem, Isaiah M.	Adamsville, Ala.	1074	McCracken Jr., William F.	Brookville, Pa.	1598	Brown, William H.	Manchester, Ga.
622	Gillespie, James A.	Birmingham, Ala.	1075	Allen, Homen R.	Monroe, Mich.	1709	Depeal, Boyd L.	Bay City, Mich.
645	Dunbar, Gerard F.	Floral Park, N.Y.	1075	Wallace, Donald C.	Sebring, Fla.	1800	Carmona, Frank J.	Tucson, Ariz.
645	Tresca, Frank M.	Islip Terrace, N.Y.	1083	Wood, Ronald R.	Villa Grove, Ill.	1814	Caldwell, Charles W.	Inman, S.C.
744	Pellegrini, Charles F.	Findlay, Ohio	1172	Flaim, Raymond	Corinne, W.Va.	1831	Arbeeny, Albert	Brooklyn, N.Y.
744	Bateman, Lloyd H.	Louisville, Ky.	1227	Miller Jr., Jacob B.	Moore, Okla.	1963	Hudson, Paul H.	Loyall, Ky.
753	Bateman, Albert W.	Memphis, Tenn.	1238	Heinrich, Dennis F.	Vancouver, Wash.	1971	Putnam, John D.	Raleigh, N.C.
756	Rosser, James C.	San Antonio, Texas	1327	Porter, Gail	Chapmanville, W.Va.	1974	Andrews, Conrad L.	Sherwood, Ark.
771	Kirchner, Donald H.	Needles, Calif.	1358	Queen, Earnest L.	Danville, Ill.			
785	Deaton, Billy H.	Paducah, Ky.	1365	Collins, John R.	Youngstown, Ohio			



Flagler's railroad to Key West, Fla., celebrates centennial

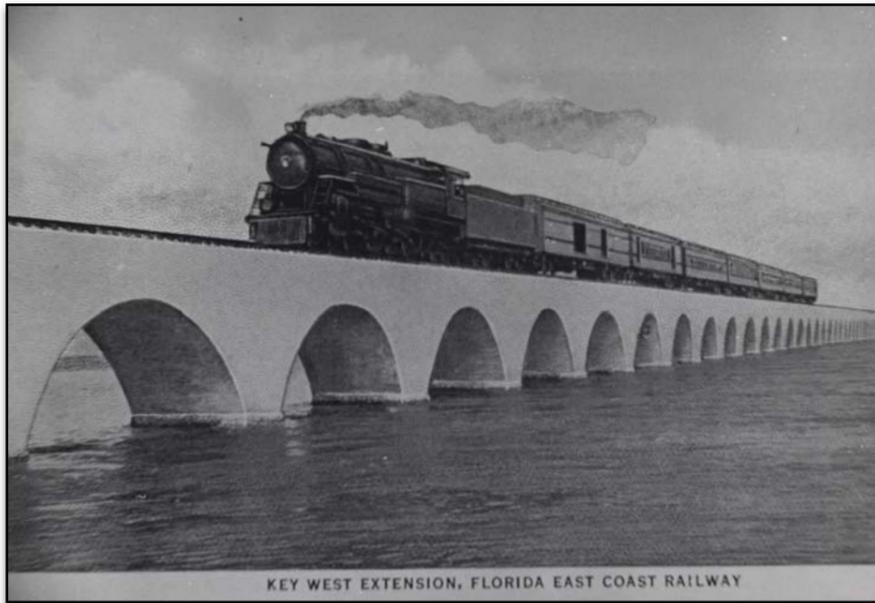
A century ago, the first "over-the-sea" railroad opened for business, connecting the Florida mainland to the previously isolated Key West.

Construction of the 153-mile railroad, 37 miles of which was over open water (including a seven-mile bridge), began in 1905 as a project of Henry Flagler, formerly a partner of John D. Rockefeller in creation of The Standard Oil Co.

The construction cost of the railroad from Miami to Key West was \$50 million, which is equivalent to more than \$1 billion today.

Nine years earlier, in 1896, Flagler had completed the 351-mile Florida East Coast Railway, first by combining existing shortlines between Jacksonville and Daytona, and then constructing a new railroad south from Daytona to Miami. Miami at the time had fewer than 50 residents.

The "over-the-seas" railway, from Miami to Key West, was begun in 1904 – a year before con-



struction of the Panama Canal began – to derisive comment that it was "Flagler's Folly." More than 4,000 workers were employed during its sev-

en years of construction, halted three times when hurricanes hit, one of which resulted in the deaths of 135 workers.

Secretary of State Elihu Root called the Key West extension "second only to the Panama Canal in its political and commercial importance in the United States."

The Key West extension operated for but 23 years. On Labor Day, 1935, the fiercest tropical storm ever to hit the United States destroyed the Key West extension. The State of Florida purchased the remaining right-of-way and bridges, and they were rebuilt into road bridges for vehicle traffic and became known as the Overseas Highway.

The Florida East Coast Railway – on which the UTU represents operating employees on both sides of the cab, as well as yardmen and yardmasters – remains in operation between Jacksonville and Miami.

Louisiana SLD Gary Devall retires

Gary Devall, state legislative director in Louisiana and member of the UTU Transportation Safety Team, retired Dec. 15.

Shawn McRae has assumed Devall's state board duties.



Devall

Devall, 60, began railroad-ing in 1971 as a brakeman on the Illinois Central in Baton Rouge, La. He was promoted to conductor, the position he held at retirement, the following year.

He became interested in the affairs of his Local 1501 at Baton Rouge and was elected local president in the late 1970s. He was elected local chairperson in the late 1980s and local legislative representative about the same time.

He was elected alternate state legislative direc-

tor in 1997, serving behind Tyrone Boudreaux. Devall assumed the state board directorship in 1995 when Boudreaux retired.

Devall also served his union brothers and sisters by working on the UTU Transportation Safety Team and on the SOFA (Switching Operations Fatality Analysis) Working Group.

"The high point of my union career was my involvement with the SOFA working group," Devall said. "That was the first time where I saw the cooperation of the FRA, management and unions, all working sincerely for one goal: zero fatalities."

"It has been an honor serving this organization and I appreciate all the support I have gotten from the members and the UTU International," Devall said. "I must remind everyone that we are our brothers' and sisters' keepers and that we need to keep an eye out for one another."

Great Lakes Airlines expands in two states

UTU-represented pilots and flight attendants at Great Lakes Airlines received good news recently with the announcement that the carrier would be taking over service in North Dakota and Minnesota from Delta Air Lines.

Delta had been serving Devils Lake, N.D., but switched from turboprop aircraft to regional jets. The airport's runway is not long enough for the jets to land in windy weather, so Great Lakes' turboprops, and crews, won the business.

Delta also had been serving Brainerd, Minn., but Great Lakes will also be taking over that service.

Dates of the takeovers have yet to be announced, but officials at both Delta and Great Lakes said they were cooperating to make the changeover as seamless as possible.

UTUIA seeks 2012 volunteer of the year

The United Transportation Union Insurance Association is looking for a special person to honor as its 2012 volunteer of the year.

Do you regularly volunteer at a hospital or nursing home? Do you lead a Boy Scout or Girl Scout troop or work with the handicapped? Are you involved in some other activity that benefits those in your community?

If so, the UTUIA would like to know about it.

A panel of judges at the UTU International will review all submissions and select the 2012 volunteer of the year.

The individual selected as UTUIA volunteer of the year will receive a \$1,000 U.S. Savings Bond and a plaque of appreciation from the UTUIA.

Additionally, he or she will be honored at the 2012 UTU/UTUIA regional meeting nearest his or her home, with all expenses paid by the UTUIA.

Also, 20 runners up will be selected to receive certificates of appreciation for their volunteer efforts.

Nominations must be received or postmarked by March 31.

The winning individual will be notified by registered mail, and certificates of appreciation will be forwarded to runners up as soon as possible.

The decision of UTUIA judges is final. Previous nominees may be nominated again; however, former volunteers of the year are ineligible to receive awards.

The volunteer of the year program is an opportunity for the men and women of the UTUIA to let their fraternal lights shine.

It also provides an opportunity for the UTUIA to recognize its volunteers for their outstanding contributions to others.

Nomination forms should be mailed to: UTUIA Volunteer of the Year, Attn.: Tony Martella, Executive Director of Business Operations and Insurance, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

Do not forget to include a separate sheet of paper describing the applicant's volunteer activities.

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION
2012 Volunteer of the Year Nomination Form

Name _____ Local _____

Address _____

City _____ State _____ ZIP _____

Telephone number _____ Dates of volunteer activities _____

Total volunteer time (hours, minutes) Weekly Monthly \$ _____
Value of contribution (if applicable)

Please attach a separate sheet of paper describing volunteer activities.
The more documentation you can provide, the better.

1/12

UTUIA, 24950 COUNTRY CLUB BLVD., SUITE 340, NORTH OLMSTED, OH 44070-5333

Winter months most dangerous for railroaders

We are into the season of losing limbs and lives in yard accidents.

More career-ending injuries and fatalities occur during winter months – even in warmer climates – than any other season of the year.

Even veteran rails – not just new yard employees – lose their situational awareness during this period, and the price they pay can be devastating.

Maybe it's the holidays. Maybe it's concern over bills that arrive after the holidays. Maybe it's seasonal darkness. Maybe it's thoughts of summer's return. Maybe, maybe, maybe.

But what we know is that when we lose situational awareness, the likelihood of losing limbs or life skyrockets, and the objective of zero switching accidents and fatalities flies out the window faster than heat through an open window.

Consider the cold, hard facts:

• **23 percent of yard fatalities occur in December and January.**

• **50 percent of fatalities from being struck by mainline trains occur in December and January.**

• **2011 is stacking up as a more dangerous year than 2010. Just through September 2011, according to the Federal Railroad Administration, 51 severe injuries occurred vs. 47 for the first nine months in 2010. Eight amputations occurred during the first nine months of 2011 vs. the same period in 2010.**

Here are some tips to help you avoid a career-ending injury or loss of your life this winter season:

• Be sure winter clothing does not restrict movement, or degrade hearing and vision.

Union Plus offers \$150k in scholarships

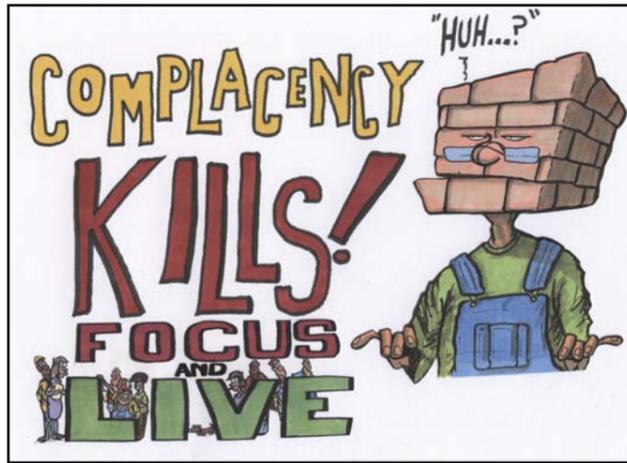
Applications are available for the 2012 Union Plus Scholarship Program, which provides \$150,000 in scholarships to union members, their spouses and dependants.

This year's application process is entirely online, allowing students to complete their application over time and save their responses. Deadline to apply is Jan. 31.

Apply at: www.unionplus.org/college-education-financing/union-plus-scholarship.

These are competitive scholarships. Applicants are evaluated according to academic ability, social awareness, financial need and appreciation of labor. A GPA of 3.0 or higher is recommended. A required essay can account for up to half the total score.

Scholarship amounts range from \$500 to \$4,000. These one-time cash awards are for study beginning in the fall of 2012. Students may re-apply each year.



Cartoon by UTU member Alan Nash of Local 257

• Identify any winter-related conditions affecting safety. For example, ice can cause derailments. Ice, snow and mud can cause falling. And snow can muffle sound and reduce visibility.

• Adjust productivity expectations based on darkness and weather.

• Discuss winter conditions in safety briefings, and post any weather-related concerns on bulletin boards.

• Above all, don't lose situational awareness no matter the other circumstances in your family or personal life.

Finally, as in all months of the year:

• Review current operating and safety rules that specifically address remote control locomotive and conventional switching operations that require employees to go between rolling equipment, and determine whether those rules provide adequate protection to employees, or need to be

updated or revised.

• Develop, implement and monitor sound communication protocols that require employees on multi-person switch crews to notify their fellow crewmembers when the need arises to enter between two pieces of rolling equipment – regardless of whether the employee is the primary RCO or working on a conventional crew.

• Review SOFA Safety Recommendation No. 1 relating to adjusting knuckles, adjusting drawbars and installing end-of-train devices, and communicate procedures implementing that recommendation to employees working in yards or other locations where the possibility of entering between rolling equipment exists.

That recommendation provides:

Any crew member intending to foul track or equipment must notify the locomotive engineer before such action can take place. The locomotive engineer must then apply locomotive or train brakes, have the reverser centered, and then confirm this action with the individual on the ground.

Additionally, any crew member that intends to adjust knuckles/drawbars, or apply or remove an EOT device, must ensure that the cut of cars to be coupled into is separated by no fewer than 50 feet. Also, the person on the ground must physically inspect the cut of cars not attached to the locomotive to ensure they are completely stopped; and, if necessary, a sufficient number of hand brakes must be applied to ensure the cut of cars will not move.

• Recognize that personal safety is your responsibility.

• Always perform tasks safely and in compliance with established railroad rules and procedures.

Foundation offers aid to rail daughters

The John Edgar Thomson Foundation offers financial assistance to daughters of deceased railroad parents.

The foundation, established in 1882 and endowed by the will of Thomson, the third president of the Pennsylvania Railroad, is accepting applications for aid.

Thomson (Feb. 10, 1808 – May 27, 1874) was an American civil engineer, railroad executive and industrialist. He was president of the Pennsylvania Railroad from 1852 to 1874 and oversaw the railroad's conversion from wood to coal.

The deceased parent must have been in the active employ of any railroad in the United States at the time of death; the cause of death need not be work related and the parent, while on

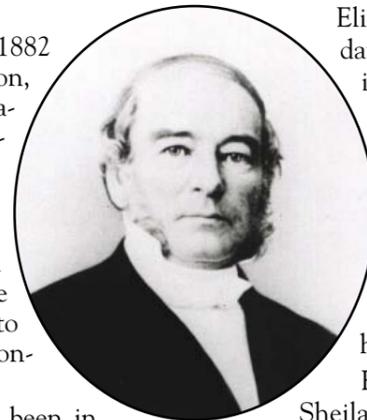
the "active role" of the railroad, may have been receiving disability or sick-leave benefits.

Eligibility is dependent upon the daughter and surviving parent remaining unmarried.

The monthly allowance made under the grant may cover the period from infancy to age 18; under certain circumstances to age 22 to assist grantees who are pursuing higher education goals.

The foundation also offers special health-care benefits.

For further information contact Sheila Cohen, Thomson Foundation, 201 S. 18th St., Suite 318, Philadelphia, PA 19103. Phone (215) 545-6083 or (800) 888-1278 toll free. E-mail: sjthomson@aol.com.



DOT sets 2012 random-test rates

The Department of Transportation has ordered the following minimum random drug and alcohol testing rates for 2012:

For workers in safety-sensitive positions and whose safety is regulated by the Federal Railroad Administration, the Federal Transit Administration or the Federal Aviation Administration, employers must perform random drug tests on at least 25 percent of covered workers, and perform random alcohol tests on at least 10 percent of covered workers.

For workers in safety-sensitive positions and whose safety is regulated by the Federal Motor Carrier Safety Administration, employers must perform random drug tests on at least 50 percent of covered workers, and random alcohol tests on at least 10 percent of covered workers.

Discipline Income Protection Program: It Pays!

What is the Discipline Income Protection Program? This program pays you a specific amount of money over a length of time if you are suspended, dismissed or removed from service by the carrier for alleged violation of rules or operating procedures, provided that such violations are not on the list of exceptions not covered.

What benefits are paid? You choose the level of benefits paid, from \$6 to \$200 per day, all at low monthly assessments. The term of benefits, from 250 to 365 days, depends on how long you have been enrolled in the program.

Who sponsors the program? The United Transportation Union International sponsors the Discipline Income Protection Program.

Who is eligible for coverage? All UTU members may enroll on a voluntary basis.

How do I get more information? Contact your field supervisor or local insurance representative, or write to: UTU, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, or email "dipp@utu.org" or check out the Discipline Income Protection Program page on www.utu.org.



UTUIA SCHOLARSHIP: A KEY TO SUCCESS



DISTRIBUTION

Fifty continuing \$500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are pro-rated according to the number of UTU members in each of nine districts. The names of the 50 scholarship winners for the academic year 2012/2013 will be drawn at UTUIA headquarters in North Olmsted after the March 31 deadline for submission of applications.

ELIGIBILITY

Requirements of a UTUIA scholarship applicant are that he or she be a U.S. citizen, at least a high school senior or equivalent, and age 25 or under.

Effective with the 2012/2013 academic year, applicants must be associated with the UTUIA by either owning a UTUIA insurance policy, or by being the child or grandchild of a current UTUIA policyholder. Scholarship applicants must also be associated with the UTU by belonging to the union, or by being the child or grandchild of an active or lifetime UTU member.

Applicants also must be accepted for admittance, or already enrolled, for at least 12 credit hours per quarter or semester at a recognized institution of higher learning (university, college or junior college, nursing or technical school offering college credit). Graduate schools are not included. Families of full-time International officers are not eligible.

Previous scholarship winners are exempt from the new UTUIA policyholder connection requirement; they may renew their annual scholarship if otherwise eligible. This exemption is for the renewal of existing scholarships only, and all new applicants must meet the UTUIA and UTU association requirements above.

AWARDS

Scholarships are awarded on the basis of chance, not grades. A UTUIA scholar, however, is expected to maintain a satisfactory academic record to keep the scholarship for the full four years.

ADMINISTRATION

The UTUIA Scholarship Committee decides whether individual scholarships should be continued or discontinued. Each successful applicant must provide annual proof of eligibility on or before a deadline set by the scholarship committee to qualify for a continuing award. The day-to-day management of the program is handled by the office of the UTUIA general secretary & treasurer.

UTUIA SCHOLARSHIP DISTRICTS		
District		Scholarships
1	Connecticut, Maine, Massachusetts, New Hampshire New York, Rhode Island, Vermont	4
2	Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania	4
3	Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia	10
4	Indiana, Michigan, Ohio	5
5	Illinois, Wisconsin	4
6	Arkansas, Louisiana, Oklahoma, Texas	5
7	Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota	6
8	Arizona, California, Colorado, Nevada, New Mexico, Utah	9
9	Alaska, Idaho, Montana, Oregon, Washington, Wyoming	3

A message from UTU International President Mike Futhey

Education is the key to success, and the key to an education can be a United Transportation Union Insurance Association scholarship.

With college enrollment time upon us, we strongly urge all eligible persons to take a few minutes to fill out the UTUIA scholarship application form printed below and apply for a UTUIA scholarship. It will be one of the smartest things they ever do.



This is the 38th year UTUIA is making available 50 continuing \$500 scholarships for its members, and the sons, daughters and grandchildren of its members. We are very proud of our scholarship program, a pride that comes from helping thousands of college students over the years.

We realize the amount awarded, \$500 a year, doesn't meet the full cost of the recipient's education, but in this way we can help a larger number of students with educational costs. They may use the scholarship money for tuition, learning materials or other related expenses.

UTUIA scholarship winners will receive the full amount of the award each year for up to four years of undergraduate study as long as they maintain a satisfactory academic record.

With a UTUIA scholarship, we hope to give the recipient the opportunity for a full-time education instead of a part-time education, day school instead of night school, higher education instead of basic training.

We are proud also in knowing that UTUIA scholarship recipients are enrolled in some of the finest and most prestigious colleges and universities in the world. We also can point proudly to the many achievements of past scholarship winners who have contributed so much to our great nation.

UTUIA is proud and happy to provide these scholarships for they are an opportunity for achievement. The success of deserving students is our success and the benefits are boundless. The key to success is education, and the key to education is a UTUIA scholarship. Take a minute to apply for the chance of a lifetime.

As the saying goes: "If you think education is expensive, try ignorance."

Mike Futhey, President
UTU International

UTUIA SCHOLARSHIP APPLICATION FORM 2012/2013

(PLEASE TYPE OR PRINT)

STUDENT'S NAME _____ BIRTH DATE ____/____/____
(LAST) (FIRST) (M.I.) (M/D/Y)

MEMBER'S NAME _____ UTU Local _____
(LAST) (FIRST) (M.I.)

ADDRESS OF MEMBER _____

OCCUPATION _____

EMPLOYER _____

STUDENT'S RELATIONSHIP TO MEMBER _____

COLLEGE YEAR, 2012-2013 FRESHMAN SOPHOMORE JUNIOR SENIOR

SIGNATURE OF STUDENT _____

SIGNATURE OF MEMBER _____

(Please include date of death if member is deceased.)

Applications must be received **no later than March 31, 2012.**

Please submit **only one application per student.** Incomplete, photocopied or duplicate applications will not be accepted.

The application form printed on this page is the official UTUIA scholarship application form and is the only one you will receive. If you need another application form, call (216) 228-9400, ext. 3015, or email "a_martinez@utu.org." Please include your UTU local number with all requests.

Complete the form above, cut it out and mail to:

**UTUIA Scholarship Program
 United Transportation Union Insurance Association
 24950 Country Club Blvd., Suite 340
 North Olmsted, OH 44070-5333**



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www.utuia.org



The Official Publication of the United Transportation Union

MBTA conductor helps uncover ticket fraud

Sharp-eyed Massachusetts Bay Transit Authority conductor **John Slyman** knew right away something was amiss: the monthly pass being presented by a rider just did not look right.

Slyman's questioning of the passenger, and further investigation by officials, helped unravel a phony pass scheme that some have estimated may have cost the Boston-area commuter line between \$4 million and \$14 million, and saved countless millions more.



Slyman

Slyman, 53, an eight-year MBTA veteran and member of Local 898 at Boston, was working a commuter train inbound from Providence last March when a woman rider, a usual customer, presented the monthly pass, which has a value of \$235.

"I asked her if I could see the pass again," Slyman said. "It was obvious the color was wrong. I asked where she got it, and she began to hem and haw and change her story. She was with her husband and they got into a fight. She finally admitted she bought the pass on Craigslist."

Knowing that the MBTA and Massachusetts Bay Commuter Railroad Company (MBCR) do not sell passes through Craigslist, private individuals or at a discounted rate, Slyman called for transit police and the commuter rail trainmaster to meet him at South Station.

The alleged scheme, which began in 2007, involved manipulation of vendor equipment to produce authentic passes that were not recorded by the MBTA's central computer system as having been activated. Prosecutors allege the perpetrators produced more than 20,000 fraudulent passes that were worth millions of dollars. This included at least \$2 million worth of passes that were intended for future use through November 2012.

Passenger's admission leads to multi-million dollar fraud ring

The defendants allegedly sold the passes to customers in person or through the mail at a discount and then used the proceeds on houses, jewelry, cars and vacations.

MBTA recently awarded Slyman a certificate of appreciation for his attention to detail and diligence in helping to uncover the counterfeit pass scam. The agency also awarded certificates of commendation to five other employees critical to the subsequent investigation.

Local 898 Chairperson **Don Wheaton** commended Slyman for his efforts. He also recognized MBTA conductors **Mike Newkirk** and **Gidget Gaines**, who have uncovered a number of fake passes over the years, saving the carrier substantial sums of money.

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 is by Local 771 (Needles, Calif.) conductor **Steven Kaiser**. This BNSF Railway train was taking a curve as it climbed the Cajon Pass. The pass is between the San Bernardino and the San Gabriel mountains.



Please recycle

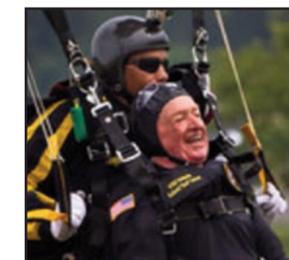
Inside this issue of the *UTU News*:



NS conductor portrays Santa Claus across division. See page 2.



UTU, SMWIA unite to create larger, more powerful union. See page 4.



UTU retiree celebrates 90th birthday with parachute jump. See page 8.



The official UTUIA scholarship application form is on page 11.