



SMART

Transportation Division News

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International Association of Sheet Metal, Air, Rail and Transportation Workers

UTU joins fight to halt longer, heavier trucks

Some lawmakers want to allow bigger trucks on the nation's highways, but the UTU is asking them to hit the road.

The UTU has joined with the Association of American Railroads (AAR), the American Short Line and Regional Railroad Association (ASLRRA) and others in labor to respectfully request that lawmakers refrain from cosponsoring H.R. 612, legislation introduced last month by Reps. Mike Michaud (D-Maine) and Reid Ribble (R-Wis.).

Longer, heavier trucks could cost railroad jobs

The legislation seeks to increase the maximum truck weight allowed on highways from 80,000 pounds to 97,000 pounds.

"Obviously, we in the railroad-labor business are opposed to this legislation," UTU National Legislative Director James Stem said.

Stem said the UTU opposes the measure for a number of reasons:

- **The Department of Transportation is conducting a comprehensive, two-year study of the impacts of longer and heavier trucks.**

It is imperative that the DOT be allowed to conduct its study addressing competing claims about how monster trucks will affect our nation's highways, the quality of our roads and bridges, and the shifting of freight from railroads onto our already overcrowded highways. Stem said.



- **Similar legislation was rejected by a bipartisan committee vote last year.** The House Transportation and Infrastructure Committee struck language from surface transportation reauthorization legislation that would have allowed heavier trucks and replaced it with the provision requiring the DOT study.

- **Longer, heavier trucks currently do not pay their fair share of highway costs.** This legislation is flawed because it would increase the subsidies other motorists pay for the damage caused by heavy trucks. Based on a 2000 DOT study, other motorists already subsidize the operation of heavy trucks at a rate of \$1.9 billion annually.

DOT found that 80,000-pound trucks only pay approximately 80 percent of the damage they inflict on highways and bridges.

If truck weights were to increase to 97,000 pounds, trucks would only pay about 50 percent of the damage they do, Stem said.

- **Our bridges are wearing out faster than they can be repaired.** The Federal Highway Administration estimates that one in every four bridges in the U.S. today is structurally deficient or functionally obsolete.

Repairing these structures would cost nearly \$200 billion. Although backers of longer and heavier trucks argue that adding a sixth axle would reduce the infrastructure damage caused by the increased weight, this would do nothing to address bridge damage, since all six axles would end up on bridges at the same time.

Railroads far more economical than trucks

- **Longer, heavier trucks are also bad for the environment.** Railroads move cargo nearly four times as far as trucks per gallon of fuel and emit one-third the pollutants per ton-mile as trucks.

By allowing heavier trucks and increasing their subsidy, Congress would increase the incentive for the shipment of freight by trucks for long-haul transportation rather than more fuel-efficient modes like rail, Stem said.

This is why increases in truck weight have never led to fewer trucks on the road.

- **Nobody but a handful of big trucking companies wants longer, heavier trucks.** A 2011 survey found that voters consistently oppose allowing heavier trucks on American highways, with 72 percent of registered voters opposing a weight limit increase and 49 percent strongly opposed to the idea.

This year, the Class I freight railroads plan to invest \$24.5 billion of their own private capital

Continued on page 10

Pilots working for Avantair vote to join UTU-SMART

In their final approach for union representation, the pilots of Avantair, Inc., have landed at the SMART Transportation Division.

The Feb. 14 vote brought 224 Avantair pilots under the SMART umbrella. Among the pilots who participated in the representation election, 75 percent voted in favor of SMART.

"Our ability to represent transportation employees was one of the key factors in their choice of UTU/SMART," said SMART Transportation Division Director of Organizing Rich Ross. "They had specific questions and wanted answers about union representation and we were able to accommodate their needs. Now we have to get down to business to get them a contract."

"These pilots fly everywhere and anywhere at

any time of the day. We set up a lot of conferences calls at all hours of the day in this campaign," Ross said. "Some of these men and women are working 80 hours a week."

"I once again extend my sincere appreciation to International organizers Mike Lewis and Calvin Studivant, and to UTU-SMART International staff member Cara McGinty," Ross said.

"I also want to thank the pilots' group that initially approached us. They were the key to making this a successful campaign."

A solid majority of 224 pilots voted to join the union

Avantair is an aircraft fractional ownership company, headquartered at Clearwater, Fla.

With fractional jet ownership, some customers may buy a share of an aircraft rather than an entire aircraft.

Their fee is pro-rated and the cost of the aircraft is spread among a number of investors. They then have access to an aircraft and crew for a specified number of hours or days per year on short notice.

The company operates a fleet of Piaggio Avanti P180 aircraft.

Railroads are hiring

Freight railroads estimate they will hire more than 11,000 workers this year, primarily in response to retirements and attrition. With approximately 22 percent of the industry's workforce eligible to retire in the next five years, railroads are recruiting highly skilled people interested in making railroading a career. For more information go to www.aar.org/jobs.

facebook

All members are invited and encouraged to join and "like" the UTU and SMART on Facebook.

Those holding Facebook accounts can search for either the "SMART Transportation Division News," the "Sheet Metal Workers' International Association" or the "Auxiliary of the United Transportation Union" on Facebook, then hit the "like" button.



Around the UTU

Local 23, Santa Cruz, Calif.



Santa Cruz Metropolitan Transit District bus operator Jose Polanco, center, is recognized for his outstanding safety record and committed service to the community by a district official on Feb. 22. Polanco developed a plan to identify thousands of safety repairs needed at community bus stops, many that were near collapse and posed risk of injury to the public.

Local 60, Newark, N.J.

New Jersey Transit General Chairperson Pat Reilly retired effective Jan. 1 after 41 years of service, but the local's stewardship remains in familiar hands. Reilly is succeeded by his brother and former Local President Mike Reilly. A third-generation railroader, Pat began his railroad career in 1971 as a brakeman with Erie Lackawanna Railroad and was promoted to conductor in 1974. Before becoming general chairperson, he held a number of union offices including vice local chairperson, delegate and vice general chairperson. He also held the positions of Grand Central Terminal assistant superintendent, National Transportation Safety Board accident investigator and FRA supervisor. Mike began his career in 1978 as a Conrail brakeman and was promoted to conductor in 1980. Besides service as local president, he has also held the Conrail positions of rules examiner, trainmaster and safety officer. The brothers have worked closely over the past few years on issues including passenger hours of service, conductor certification, the Local 60 Express (quarterly newsletter) and protection of assignments due to the devastation from Hurricane Sandy. Local 60 has approximately 1,100 members working as conductors and assistant conductors operating more than 700 weekday passenger trains over ten rail lines, including Amtrak's Northeast Corridor.



Celebrating Pat Reilly's retirement, from left, are retired conductor and uncle Jack Reilly (42 years of service), retired General Chairperson Pat Reilly, General Chairperson Mike Reilly and former member and brother, Brian Reilly.

Local 243, Fort Worth, Texas

Retired member James "Hoppe" Lillard invites all active and retired railroaders in the Granbury, Texas, area to join the Granbury Railroader Club, which meets the first Monday of each month at 11:30 a.m. at the Spring Creek Barbeque in Granbury. The club is beginning its third year of regular gatherings and is open to all crafts. Also, Local 243 webmaster Steve Cline reminds all members that the local has a new website at www.utu243.org and that BNSF GO 393 General Committee of Adjustment has a website at <http://utu393.org>.

Local 313, Grand Rapids, Mich.

Kelsey Gibson, 21, daughter of Michigan State Legislative Jerry Gibson and his wife, Carmella, was seriously injured the morning of Jan. 29 in an automobile accident. A student at Grand Valley State



Los Angeles Metro bus operator Howard "Tree" Slayton proudly displays his award-winning motorcycle on the outskirts of downtown Los Angeles.

At Anaheim motorcycle show, L.A. bus operator's bike is best

Hundreds of motorcycle enthusiasts who entered custom bikes in the *Easyriders*® 2013 Bike Show in Anaheim, Calif., were apparently barking up the wrong tree. When it was all said and done, Howard "Tree" Slayton's replica 1947 Knucklehead Harley-Davidson Radical Chopper was the cream of the crop.

Tree is Los Angeles Metro bus operator Howard Slayton, a 13-year member of UTU Local 1607 at Los Angeles. He was also proud to mention that he's approaching nine years of safe operation without a chargeable offense.

His bike was selected as "best of show" by the *Easyriders*® panel of judges. *Easyriders*® bills itself as the world's best-selling motorcycle magazine for men.

"I chose to be judged by the judges, instead of the people's choice," Tree said. "With all of the engineering and all of the little trick stuff I've done, they understand that and see that."

"Tree is my nickname from when I was playing football and basketball in high school and college, and it carried over. They know me in the bike world by that name." It is also stylishly emblazoned on the gas tank of his bike.

Slayton became interested in motorcycles when he was discharged from the Army. "When I came back, a lot of my buddies were into motorcycles, so that's when I got interested," he said.

Slayton said his motorcycle is his creation. "I have a partner who is a welder and helps me, but the bike, I designed it. All of the parts were purchased by catalog. The motor is a knucklehead replica. It's made to look like the original."

The bike isn't just a showpiece. It is street-legal and Slayton said he rides it all the time.

This wasn't Slayton's first competition, and it won't be his last. He took first place in the Los Angeles Metro Rodeo's car and motorcycle show in 2009 and 2010 and, after two years off, plans to enter again this year. His bike will also be featured in an upcoming issue of *Cycle Source* magazine.

As for his "best of show" award, "I got a trophy. *Easyriders*® invited me to their regional winners competition in Columbus, Ohio, but the expense of getting my bike transported there is too much."

"I was surprised, I was really surprised," he said of the award. "It's like a top honor, and the fact that it was *Easyriders*®, well I was amazed."

University and recently engaged to be married, Kelsey was driving a Ford Escape when she was broadsided by a pickup truck in heavy fog. She remains hospitalized and in a coma. A fund for the Gibson family has been established at Fifth Third Bank. Send donations, payable to "FBO Kelsey Gibson," with #7168002785 on the memo line, to: Stephanie



Kelsey Gibson

Hickox, Fifth Third Bank, 3980 Alpine Ave., Comstock Park, MI 49321. "The doctors have told Jerry and Carmella that Kelsey is in for a long fight. There will be a lot of missed work and family expenses to be met," said Local Treasurer Don Silseth. "If you can donate one day of pay, one half-day of pay, one hour of pay, great. If you can offer continued prayers, great. It's all needed and appreciated."

Local 587, Greenfield, Mass.

Local Chairperson James C. Falandes reports that long-time member and engineer James C. Dunn died Feb. 2 after a courageous battle with cancer. Survivors, in addition to his mother, include wife of 42 years, Beverly, his daughter and son-in-law, Sheristin and John Tedesco, and his beloved grandson, Johnny.

Local 1081, Glendale, Ariz.

BNSF Engineer and Local President Tommy G. Pate, who has served as both secretary and vice general chairperson of BNSF GO 20 General Committee of Adjustment, has been elected to the office of



Pate

general chairperson following the elevation of former General Chairperson John England to the office International vice president. He assumed office Feb. 15. Since hiring out in 1978, Pate has also held the local union offices of treasurer and local chairperson. "Tom has been an active member of Local 1081 and played an important role in re-establishing the 'E' committee in the Phoenix area," said Local Chairperson and Secretary Glenn Bay. "The members of Local 1081 applaud Tom on his achievements and wish him the best in his new endeavor."

Local 1951, Albany, N.Y.

Vice Local Chairperson Michael Doherty will be running in his 10th Boston Marathon April 15 to raise money and awareness for the Dana-Farber Cancer Institute. Doherty, who serves as a board member of the Dana Farber Marathon Challenge, said more than 500 runners are participating in support of the institute. "Over the past 10 years, I have raised more than \$70,000, including \$4,000 so far this year. My goal for this year is \$10,000," Doherty said. "My wife is a cancer survivor and my father has been winning his battle with cancer for the past four years. Also, two of my yardmaster brothers were just recently diagnosed with the disease." Tax-deductible donations payable to "DFMC" can be mailed to Michael Doherty, 76 Pike St., Tewksbury, MA 01876, or can be made online at www.runDFMC.org/2013/miked.

N. Dakota Spring Swing is just around the corner

All active and retired members of North Dakota locals will have the opportunity to visit with UTU International and general committee officers and representatives from the Railroad Retirement Board, health-and-welfare benefit providers and designated legal counsel at a series of informational meetings from April 16-18. Members and their spouses are welcome to attend any of the three Spring Swing meetings, according to State Legislative Director Jim Chase. "These meetings represent the best opportunity of the year to interact with UTU members from across North Dakota and western Minnesota," Chase said. For further information, call (701) 223-0061 or send email to utu4nd@gmail.com.

•Tuesday, April 16, Locals 887, 980, 1137; 1 p.m. meeting followed by free lunch at the Fargo Howard Johnson Inn.

•Wednesday, April 17, Local 525; 2 p.m. meeting followed by free lunch at the Grand Forks Ramada Inn.

•Thursday, April 18, Local 1059; 1 p.m. meeting followed by a 6 p.m. social and 7 p.m. retirement banquet at the Minot Vegas Motel.

UTU fights for rail jobs at noisy CSX yard

CSX is fighting efforts by the UTU and neighboring residents to use flagmen in a busy rail yard to increase safety and reduce noise.

Residents living near the yard in Worcester, Mass., recently complained to city and railroad officials about the constant use of locomotive horns at the yard, especially overnight.

At the suggestion of the UTU, CSX began using flagmen in 2007 at a similar rail yard nearby after residents there complained about railroad-related noise, including the frequent blaring of train horns and whistles all hours of the night as they passed an automotive facility.

Soon after that system was implemented, noise-related complaints about CSX trains from town officials and residents declined.

Texas & Northern workers make the SMART choice

Employees of the Texas & Northern Railway Company last month were successful in their efforts to bring quality union representation to their property.

In separate elections held in early February, the operating and non-operating employees at the northeast Texas railroad voted overwhelming for SMART Transportation Division representation. Non-operating employees include maintenance-of-way workers, machinists and mechanics.



SMART Transportation Division Director of Organizing Rich Ross lauded the efforts of International organizers Mike Lewis and Calvin Stdivant and UTU International staff member Cara McGinty.

"I would like to personally thank Mike and Calvin for their work put forth in this victory. There was a lot of traveling and a lot of effort involved," Ross said.

Texas & Northern Railway is a subsidiary of Pittsburgh-based Transtar, which also operates the Union Railroad Company in Pennsylvania and Delray Connecting Railroad Company in Michigan.

The railroad, based in Lone Star, Texas, provides rail transportation service to U.S. Steel's Texas Tubular operations, as well as other customers on its line, including A&A Coating, Friedman Pipe and Lone Star Specialties.

The Class III railroad comprises 7.6 miles of the trackage and 32 miles of storage tracks. It interchanges with Kansas City Southern operations at Veals Yard.

Amtrak negotiations update

Negotiations with Amtrak over wages, working conditions and other issues continues under the direction of the National Mediation Board, reports General Chairperson Dirk Sampson.

The latest round of talks were held Feb. 14-15.

"The recent contract talks were productive and of substance," Sampson said. "We are currently meeting with Amtrak in committee between mediation sessions in an attempt to resolve issues so that we can move forward to obtain a fair and equitable agreement. The next mediation session is scheduled for March 20-21."

The mediation team consists of UTU Assistant President John Previsich, Amtrak General Chairpersons Sampson, Bill Beebe, Robert Keeley and Vice General Chairperson Charlie Yura.

Now Worcester residents are asking why a similar system could not be put into place at the CSX yard in their town.

The UTU agrees.

Not surprisingly, the CSX does not.

"The UTU New England States Legislative Board supports the position of the residents,"

A flagman on the locomotive would increase yard safety

State Legislative Director George Casey said. "The creation of the flagman job in Spencer was established as a direct result of my contact with the local elected officers there. Naturally, I would like to see UTU members pick up similar jobs in Worcester.

"It's a simple solution that I am sure the carrier will resist and will obfuscate with the rubric of Federal regulation. Clearly, it is the tactic the carrier attorney has already employed.

"Further, this area is in the middle of a thickly settled city neighborhood, and in close proximity to the University of Massachusetts Medical Center and the St. Vincent Hospital.



Thank you, UTU members



Tommy Elliott with wife Deirdre and children Ronan and Ciara.

The following is a message of thanks from Brother **Tommy Elliott**, a Long Island Rail Road conductor and member of Local 645, Babylon, N.Y. Brother Elliott's home was damaged by Hurricane Sandy and he was the thankful recipient of a donation made possible by his UTU brothers and sisters and the UTU International:

When Hurricane Sandy came on Oct. 29 and the flood waters surged into my home, it not only wiped out my basement and ground floor, but it also made the remainder of my home unlivable until just before Christmas.

My family was lucky by comparison. When we finally got heat and electricity 11 weeks after the storm, we were able to move back in to our home. Or, rather, our three small bedrooms.

We have two small children, the oldest of which just started kindergarten, and they lost many of their toys, clothes and books, not to mention the gifts we had started to purchase for them when getting ready for Christmas.

The burden of reconstruction was overwhelming and still is, to an extent. We have had a lot of help from friends and family in rebuilding. However, my union was looking out for me as well. Not just on my job as a conductor on the Long Island Rail Road, but as a member of the community.

Imagine my surprise and delight when I received an assistance check from the brothers and sisters of my UTU local. But I was utterly floored when, at the same time, I got a letter and check from our UTU International office.

Thank you. Really, thank you all so very much. Thanks to the UTU I now have paint on some walls and my kids don't have to play on concrete floors.

The UTU disaster relief account was established in 2005 to aid UTU brothers and sisters in the wake of Hurricane Katrina, and has retained that identity as a reminder that we can all do something to lessen the pain and suffering of others. Contributions should be sent to: Hurricane Katrina Relief Fund, United Transportation Union, Attn: Cheryl Sneed, Suite 340, 24950 Country Club Blvd., North Olmsted, OH 44070-5333.

“Labor is prior to, and independent of, capital. Capital is only the fruit of labor, and could never have existed if labor had not first existed. Labor is the superior of capital, and deserves much the higher consideration.” – Abraham Lincoln

We cannot afford to be complacent

lection day 2012 has passed, the celebration of an inauguration is done. Now what?

Complacency is not a luxury we can afford. Our fight is not over. After the candidates' assurances of brighter days for labor, a continuation of “business as usual” is unacceptable. It will only perpetuate the process designed to lead to our demise.

Dr. Martin Luther King Jr. phrased it best in his “I Have a Dream” speech, exhorting “This is no time...to take the tranquilizing drug of gradualism.”



SMART Transportation Division President's Column

By Mike Futhey

Had it been the law of the land during the 2012 presidential election, Mitt Romney would now be the President of the United States. The electoral vote would have resulted in a 276-262 margin in

At a meeting of the Transportation Trades Department (TTD) of the AFL-CIO last month, transportation union leaders rolled out a 2013 transportation investment and jobs agenda and condemned damaging cuts to transportation programs and jobs that are threatened by sequestration.

While meeting with the TTD, House Committee on Transportation and Infrastructure Chairman Bill Shuster (R-Pa.) said, “I appreciate today's opportunity to meet with the Transportation Trades Department's executive committee, and look forward to working with them and all parties interested in a stronger transportation network for

our nation. By listening to a diverse set of opinions and working together to build consensus, we can improve America's infrastructure, make us more competitive, and strengthen our economy.”

Let's hope his statement was sincere.

The good news is that the power to protect our rights resides in our hands. Those targeted for demise, the members of SMART – along with all labor in America – have the numbers to steer the course.

Your support of our legislative department is essential. You can start by signing up for a UTU-SMART PAC donation, or, if you already participate, consider increasing your donation. If you are not already, become personally involved in local politics. Your contribution, through your labor and involvement, is what will lead to a healthy economic recovery.

The recent election celebrations are fading into history. Now we embrace history to deliver the future.

The power to protect our rights resides in our own hands; we have the numbers

There are treacherous sycophants roaming the political landscape like panthers in the night. Their objective: to introduce legislation to change the methodology for calculating votes on the state level.

Such legislation awards proportional votes based on the popular vote within the state. Prior to the election, Pennsylvania's GOP Senate majority leader considered a proposal to move the state from an all-or-nothing contest to a proportional allocation based on winning specific congressional districts.

Romney's favor, a 70-vote swing. All of this with President Obama winning the popular vote by nearly 5,000,000 votes, or 51.1 percent for Obama and 47.2 percent for Romney.

These individuals do not heed the observations of history and only view labor as an inconvenient expense to overcome in order to achieve the ultimate prize: greater profit.

Our nation's economic future is contingent on putting America back to work, not the other way around.

Bus Department

By Calvin Studivant, alternate vice president-bus
mcoperator2@yahoo.com

Bus companies target sleep apnea

Sleep apnea is a serious ailment and certainly one that should not go untreated. But it also should not be used to discriminate against our members, which it appears some carriers are doing.

There are reports from some of our locals that their carriers are more likely to try and get some of our members who have greater body mass index (BMI) to go for sleep studies as opposed to our slimmer brothers and sisters. The carriers who are doing this are certainly practicing discrimination and we will not stand by and allow this practice to continue.



Studivant

Here are a few of the risk factors for sleep apnea: having a small upper airway; having a large neck (usually more than 17 inches for men and 16 inches for women.) and smoking.

A few of the symptoms of sleep apnea are: loud snoring; gasping and/or choking while sleeping; irritability or depression, or excessive daytime sleepiness.

Federal law clearly states that if, while doing your physical exam, the medical examiner detects a respiratory problem, he can request a polysomnography (sleep study) which is the only accurate way to diagnose sleep apnea and its severity.

In the event that you are diagnosed with sleep apnea, the following are treatment options: Continuous Positive Airway Pressure (CPAP), which means wearing a mask over the nose during sleep so air pressure will keep the throat from collapsing; oral appliances, or devices that open the airway by bringing the lower jaw and tongue forward; surgery, which involves some risk.

Another important note is that states sets their own regulations when it pertains to sleep apnea. Each state has its own authority to suspend a commercial drivers license if the holder has sleep apnea. There are three levels of sleep apnea: mild, moderate or severe, and you must have moderate to severe to be disqualified.

I hope this answers some of your questions regarding this dreadful ailment. If more information is needed, we at the UTU are always ready to assist our membership.



Contact us: news_td@smart-union.org
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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.

UTUIA helps aid the homeless



Spouses of UTUIA field supervisors and others recently worked at a thrift shop that aids women, families and the homeless in the Naples, Fla., area. All were in town for the annual UTUIA field supervisors' meeting.

While the field supervisors worked, the spouses traveled to the St. Matthews House to unload trucks, do paperwork, dust and clean, fold clothing, assist with the sale of items and help out in any way possible, UTUIA Executive Director of Business Operations and Insurance Tony Martella said.

The spouses also took a box of toiletries to the shelter and donations totaling \$1,365, much of it generated through a 50/50 raffle.

St. Matthews House operates a homeless shelter for men and women, a family shelter, a kitchen for the homeless, a food bank and a drug and alcohol rehabilitation center.

Strong leaders, members a winning team

I want to thank all the members and officers in SMART's Transportation Division for this opportunity to introduce myself.

Over the last 32 years, I completed my apprenticeship, became a journeyman and served my union (Local 19 in Philadelphia, Pa.) on the Executive Board, as training coordinator, business representative and then president and business manager.

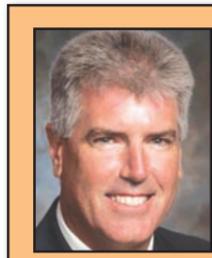
In August 2009, I was elected the eleventh general vice president of the Sheet Metal Workers' International Association.

An informed membership will make for a stronger alliance

When General President Nigro was elected by the General Executive Council to lead our union in 2011, I was elected to succeed him as general secretary treasurer.

I have made great progress throughout my career due to the foundation instilled in me by my father, a first-generation sheet metal worker and proud 53-year member.

Naturally, all of us aspire to be great leaders and that opportunity exists for me because we have great members in the sheet metal side of



Officers' Column

By SMART General Secretary Treasurer
Joseph Sellers Jr.

our new union and a matching group on the transportation side.

I have helped train new and existing members in the skills of our trade and represented some 3,700 members in Local 19.

Now, I am entrusted with the financial responsibilities of our union. I take that job seriously and am learning daily more about you and the work you do.

I expect you have the same need which I think can be bridged nicely through joint meetings at the local level where that's possible, making use of our union halls and training centers for both business and social purposes, through our attendance at your local meetings, and through improved communication efforts in

print and on the Internet.

In that way, an informed membership will make for a stronger alliance. It will keep us alert to anything that might affect the way we do business in representing you.

I am sure you and our members want to know how their leaders operate at both the local and international levels. They want us to be transparent. They expect both sides

We must not allow fraternalism to die, become diluted or become an old-fashioned idea

to really listen, not just hear what's being said.

For instance, we need to keep an open mind as we move ahead in finalizing the SMART Constitution for presentation at the first SMART convention in August 2014. We want every member and officer in our newly formed organization to

feel, as we do, that this merger serves our best interests through stronger representation in collective bargaining, legislative initiatives and cost savings.

Some say that union members only look out for themselves. Others openly claim that the basic principle of brotherhood/sisterhood has vanished. I do not believe this; we must not allow fraternalism to die, become diluted or become an old-fashioned idea. We must re-energize this concept as the basic foundation of our country and our reason for being.

The member is the most important part of the checks-and-balances system that the organization relies on to make it strong. In my opening paragraph, I described some of the

positions held by me. If you or I don't effect change, then they are just titles.

Leadership does not come with the title. Each of us needs to lead by example and add value to our union.

When we stand together, we are an invincible force of great members and great leaders.

State Watch

News from UTU-SMART State Legislative Boards

Georgia



State Legislative Director **Matthew Campbell** recently attended the "Savannah Day Dinner" at the state capitol with many state lawmakers.

"One project we discussed is the deepening of the Savannah harbor, which is vital to our port and would increase the amount of freight our railroads haul in and out," Campbell said.

"Sen. Buddy Carter (pictured above, right, with Campbell) supports this project," Campbell said. "He is from my home district and we are building a good relationship. I will continue to work for his support on issues important to railroad labor.

"High-speed rail service between Savannah and Atlanta also was a hot topic and longtime UTU supporters Sen. Lester Jackson (D-2), Sen. Nan Orrock (D-36) and Rep. Calvin Smyre (D-135) discussed this with me and other labor leaders," Campbell said.

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IT DOESN'T COST, IT PAYS!

Missouri

Union Pacific is now monitoring an employee's cellphone usage at work, State Legislative Director **Ken Menges** said.

The carrier also is watching who is logging onto its computer system. The pilot program runs through the end of March. During this period, if one is caught using a cellphone improperly at work, the UP will coach and counsel instead of discipline. According to UP, it also will be able to detect when an employee uses a wireless electronic device to access the Internet while on duty.

In other news, transportation funding in Missouri has been a hot topic at the state capital this session, State Legislative Director **Ken Menges** reports.

In its last session, the Missouri legislature appointed a special committee to study the state's many railroad, highway and other transportation needs, and UTU was invited to give input and made a presentation.

"There are now bills introduced that, if approved, will ask voters to approve a one-cent sales tax increase dedicated to transportation. It would raise nearly \$8 billion over 10 years," Menges said.

"Another measure will allow for the sale of bonds to cover future transportation projects," Menges said.

"We fully support both proposals and I urge members in Missouri to lobby for the passage, both by contacting their elected representatives and supporting UTU PAC."

Washington

Lawmakers have introduced two bills of interest to UTU members, State Legislative Director **Herb Krohn** reports.

A railroad crew van-safety bill would ensure that every passenger-carrying vehicle provided by a railroad company to transport employees is regularly maintained, adequately insured and operated in a safe manner.

The bill's prime sponsor is Rep. Derek Stanford and has the support of both the chairperson of the House Transportation Committee and the ranking Republican on the committee, Krohn said.

A yardmaster hours-of-service bill, sponsored by Rep. Larry Halder (R), stipulates that:

- A yardmaster may not remain on duty, go on duty, or be in any other mandatory service for a railroad carrier in excess of 276 hours per calendar month;

- May not remain, or go, on duty for a period in excess of 12 consecutive hours, and may not remain, or go, on duty unless he or she has had at least ten consecutive hours off duty during the prior 24 hours.

"It took a large amount of work and we have succeeded in getting bipartisan support on both of these issues," said Krohn. "I urge members in Washington to voice their support for these measures to their elected representatives, and to back up that support with a UTU PAC pledge."

Virginia

On a party-line vote, the Virginia Senate has killed a measure that would write the state's long-standing right-to-work law into its constitution, State Legislative Director **Patrick Corp** reports.

Republican Sen. Dick Black's resolution won the support of all 20 Republicans, but the opposition of the Senate's 20 Democrats. A majority of 21 votes was the minimum required for passage.

Black called it a pro-business principle so cherished in Virginia that it should be in its constitution.

But Democratic Sen. Don McEachin noted that there has never been an effort by either party to repeal the law that allows for compulsory union membership as a condition of employment in some trades.

"Virginia's Republicans have once again demonstrated their middle class-killing agenda," Corp said. "Fortunately, the Virginia Senate still has 20 Democrats left to stand up for the working men and women of our state."

The Auxiliary of the UTU: Ready to assist

What is the Auxiliary of the UTU?

The Auxiliary of the UTU is an organization of persons of all ages (16 years and over) related to members of the UTU or Auxiliary.

Membership in the Auxiliary creates an association with people of similar interests. It will help members to better understand the work of the UTU and the importance of the union to the spouse's or relative's job.

The Auxiliary of the UTU is nonsectarian and nonpartisan. Members of subordinate lodges in the United States and Canada will have an opportunity to participate in community affairs and become informed on important legislation affecting railroad, bus, airline and other transportation families.

Who is eligible to belong?

A candidate for admission in the lodge must be a spouse or relative of a member of the United Transportation Union or Auxiliary in good standing, or of a deceased member who was in good standing at the time of death.

Employees of the UTU International are eligible for membership in the Auxiliary.

Persons who held membership in Auxiliaries to the former brotherhoods which merged into the United Transportation Union are eligible for membership.

UTU members and retired UTU members are not eligible for membership in the Auxiliary.



What are the goals of the Auxiliary?

- To **unite the families** of the United Transportation Union and SMART;
- To **promote their welfare**, both socially, morally and intellectually;
- To **promote the professionalism of the lodge** by securing educational development processes and speakers of interest;
- To **increase the understanding of various railway, bus, airline and other transportation issues**;
- To further the acceptability and the **understanding of legislative issues**;
- To provide a **forum for the exploration of knowledge** and to encourage the exchange of information among members.

The Auxiliary offers scholarships

The Auxiliary Board of Directors has established a scholarship trust fund. The Auxiliary annually awards a minimum of eight four-year scholarships of \$1,000 each. The Auxiliary scholarship program helps preserve a portion of Auxiliary funds for the future education of families of Auxiliary members.

Eligibility: Scholarships are awarded to applicants drawn from a pool that includes children, stepchildren, grandchildren and step grandchildren of living Auxiliary members. When applying for a scholarship, the Auxiliary member must be a current dues-paying member for at least one year as of March 31 in the year of the scholarship application.

The Auxiliary backs UTU PAC

Members of the Auxiliary support UTU's efforts to help its friends in Congress and in the state legislatures by donating their time and proceeds of fundraising events to this important cause.

Through UTU PAC, the Auxiliary works to help those people who recognize the problems that affect transportation workers and their families and who will work toward enacting laws that will protect their interests.

UTU PAC contributes to qualified state and national political candidates, regardless of party affiliation.

In 1925, the offices of "legislative representative" and "alternate" were created in subordinate lodges to help advance legislation beneficial to members and their families. That continues today. Many benefits have been derived over the years from the work of the UTU and Auxiliary Legislative Departments. Auxiliary members support UTU PAC with continuous contributions and work closely with the UTU on legislative issues.

What are the dues?

New Auxiliary members pay a \$3.50 new-member fee when they join and dues of \$4.25 per year to retain membership.

Want more information?

Call the Auxiliary at (216) 521-1161, check out the Auxiliary page at www.utu.org, email "auxiliary_td@smart-union.org" or complete and mail the form below.

Serving in a Good Cause



Auxiliary of the UTU International President **Mae Parker**, center, oversees the operations of the organization, assisted by General Secretary & Treasurer **Shirley Knoll**, right, and Office Manager **Mary Kay Gubics**, left.

Why was the Auxiliary formed?

When St. Clair Lodge 241 of the Brotherhood of Railroad Brakemen (soon renamed the Brotherhood of Railroad Trainmen, or BRT) was organized in 1886 at Fort Gratiot, Mich., Henry Granger was elected treasurer. Sophia J. Granger, his wife, became interested in lodge work. She had dreams of forming an auxiliary of wives, sisters and mothers of lodge members.

Mrs. Granger called the ladies together and formed a literary society. Soon they arranged for a charity ball to raise funds. They changed the name from Literary Club to Cicilian Circle, meaning "dancing circle." The ball was a huge success and raised \$200. With the urging of Mrs. Granger, the ladies decided they wanted to be an auxiliary to the brotherhood and sent a petition to the BRT Grand Lodge for a charter.

In 1888, the request was brought to the brotherhood's convention at Columbus, Ohio. A charter was granted from the brotherhood to form a Grand Lodge, Ladies Auxiliary, Brotherhood of Railroad Trainmen.

A wire was sent to Mrs. Granger, stating the first petition presented and signed by 25 ladies would be granted a charter. The next day a petition was sent with 27 names.

On Jan. 23, 1889, the Grand Lodge of Ladies Auxiliary to the Brotherhood of Railroad Trainmen was organized at Fort Gratiot, Mich., by Brother W. E. Wilkinson, grand master. All expenses were paid by the brotherhood.

Success attributed to the untiring efforts of Sophia Granger

The preparation of the constitution, bylaws and ritual was tedious. The success in organizing has been attributed to the untiring efforts of Sophia J. Granger and the assistance of the brotherhood. Sister Granger designed the emblem of the Auxiliary, the eight-pointed star with clasped hands, encircled by golden rays. She also composed the words of the first hymn.



In 1925, an Auxiliary home was established in Evanston, Ill., financed by a 25-cent assessment. Due to the small number of members taking advantage of it and changes in city health rules and regulations, the home was sold in 1962 to the Swedish Home Inc.

The name of the Auxiliary was changed to Ladies Auxiliary of the United Transportation Union in 1970, when the BRT merged with three other rail crafts to form the UTU. A charter was granted

for the Ladies Auxiliary from the UTU.

Following action at the 1998 Auxiliary convention, on Jan. 1, 1999, the word "Ladies" was dropped from the name, thus making an opportunity for spouses of female employees and male relatives to join the Auxiliary of the United Transportation Union.

Peak membership was reached in the 1950s. Today, the Auxiliary has a membership of more than 2,600 members in 75 lodges in the United States and three lodges in Canada.

The Auxiliary aids the needy

Through voluntary lodge contributions, the Auxiliary was able to fund two seeing-eye guide dogs, including the cost of training both the dogs and recipients. In 1987, the Auxiliary donated \$25,000 to the Children's Hospital in Columbus, Ohio, for the purchase of an aortic heart pump.

Most recently, a substantial donation generated from the sale of cookbooks was made to cancer research at University Hospitals of Cleveland.



Auxiliary of the U
Grand Lodge Office

24950 Country Club Blvd., Ste. 340
North Olmsted, OH 44070-5333
(216) 521-1161 • (216) 521-2588 fax

I would like to learn more about the Auxiliary

Name _____

Address _____

City _____ State _____ ZIP _____

Telephone number _____

Email address _____

Complete and return to Auxiliary of the UTU, 24950 Country Club Blvd., Suite

UTU
Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Alumni Association offers Canadian Rocky Mountain tour

The UTU Travelers Club is offering Alumni Association members a nine-day motorcoach tour of the Canadian Rocky Mountains and Glacier National Park.

This once-in-a-lifetime vacation opportunity will kick off Sept. 13 in Calgary, Alberta, and winds up Sept. 21 back in Calgary.

In between, travelers will experience some incredible highlights:

A welcoming briefing; the **Waterton-Glacier International Peace Park**, with a two-night stay in a hotel on the shores of Waterton Lake, the "undiscovered jewel of Canada"; **Glacier National Park**, including a ride aboard the "Red Jammers, restored vintage touring coaches from the 1930's, and a ride on the "Going to the Sun" road into the heart of the park, where you will see St. Mary's Lake and the majestic Garden Wall.

Visitors will also enjoy a trip to the vibrant mountain town of Banff and **Banff National Park**, home to more than 53 species of mammals, such as beaver, elk, coyote, black bear, bighorn sheep, and 260 species birds; a gondola ride to the summit of 7,486-foot **Sulphur Mountain** for a panoramic view of six mountain ranges and a two-night stay in downtown Banff; a **float trip on the scenic Bow River**; a visit to Moraine Lake in



Beautiful Banff National Park, shown above, is one of the destinations travelers will enjoy when taking the Alumni Association's tour of the Canadian Rocky Mountains and Glacier National Park.

Oakland "Old Rails" to meet April 14

The Oakland (Calif.) "Old Rails" will hold a dinner and get-together Sunday, April 14, at Dino's Restaurant in Castro Valley, according to **Richard Scholl** of Local 239, Oakland.

The festivities will begin at noon with dinner served at 1 p.m. All ex-rails, mates and better halves are invited.

"It's time for a little socializing to let the world know we're still around and to renew old acquaintances," Scholl said.

For more information contact Gilbert Sanchez, 5030 Trask St., Oakland, CA 94601; call (510) 533-4338.

the Valley of the Ten Peaks, then **Lake Louise** on your way to a two-night stay in a lodge in **Jasper National Park** on the banks of the Athabasca River; a visit to **Maligne Lake**, fringed by dramatic snow-capped peaks, and Maligne Canyon, home to an incredible menagerie of wildlife, and a ride across the surface of Columbia Icefield's **Athabasca Glacier** in an all-terrain vehicle (weather permitting).

This tour includes all breakfasts and three dinners; the services of a professional tour director; gratuities to hotel porters, restaurant staff and local guides; airport transfers and much more.

Prices start at \$1,495 per person, double occupancy, plus air fare and applicable taxes and fees.

All arrangements are being made through Landfall Travel, the Alumni Association's design-

nated travel provider.

For more information call (800) 835-9233, or see the Alumni Association webpage at www.landfalltravel.com. You do not need to be a member of the Alumni Association to take advantage of this offer.

Most members eligible for death benefit

If you retired from railroad service on or after April 1, 1967, you may be eligible for a \$2,000 retiree life insurance benefit.

For more information, call **MetLife** at (800) 310-7770.

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
1	Ziolo, William L.	Buffalo, N.Y.	650	Fossen, Russell W.	Minneapolis, Minn.	1221	Sage, William D.	Lutz, Fla.
18	Popp, Klaus F.	Santa Teresa, N.M.	655	Bratton, Adolphus	Bluefield, Va.	1299	Burris, Alvin B.	Burbank, Ill.
31	Nagle, Robert D.	Santa Barbara, Calif.	656	Carson, Whitsel B.	N. Little Rock, Ark.	1344	Millar, Raymond A.	Phoenix, Ariz.
84	Chadwick, Lawson L.	Oceanside, Calif.	674	Carver, Aulton	Douglas, Ga.	1365	Pickard, Leander A.	Rio Rancho, N.M.
113	Greer, Steve D.	Winslow, Ariz.	730	Schmidt, Donald R.	Great Falls, Mont.	1365	Sattarelle, Angelo	Youngstown, Ohio
117	Grad, James W.	Kent, Wash.	753	Rodgers Jr., John L.	Memphis, Tenn.	1376	Schworm, Lorin W.	Westerville, Ohio
185	Evans, Bernard D.	Laclede, Mo.	762	O'Quinn, James W.	Bainbridge, Ga.	1403	Connor, Thomas H.	Eudora, Kan.
195	Cox, Walker M.	Galesburg, Ill.	770	Wells, Wayne A.	Booneville, Ark.	1477	Olds, Warren E.	Deltona, Fla.
240	Northrup, E.S.	Seal Beach, Fla.	773	Lewis, Darris L.	Bellville, Texas	1505	Helliker, Earl A.	Milton Freewater, Ore.
298	Gervais, Joseph R.	Elkhart, Ind.	792	Cheatman, William R.	Coshocton, Ohio	1518	Burden, Kenneth E.	Indianapolis, Ind.
306	Gumm, D.R.	Fort Myers Beach, Fla.	792	Veninshek, Mike	Sheffield Lake, Ohio	1518	Levy, Seymour H.	Indianapolis, Ind.
318	Richardson, Daniel J.	Elmira, N.Y.	794	Moseley, Oral D.	Alamo, Texas	1518	Smither, Carroll R.	Avon, Ind.
322	Moore, Robert D.	St. Francis, Wis.	821	Juarez, Jose L.	Del Rio, Texas	1554	Andrews, Max R.	Clearfield, Utah
322	Pakulski Jr., Walter R.	Wausau, Wis.	847	Scott, Michael B.	Tuscaloosa, Ala.	1563	Andrews, Russell E.	Pomona, Calif.
329	Aspengren, Carl	Boone, Iowa	974	May, Melvin L.	Rives, Tenn.	1565	Riley, Billy J.	North Las Vegas, Nev.
378	Leister, Robert J.	Wickliffe, Ohio	991	Hogan, Edward B.	Martins Ferry, Ohio	1573	Pratt, Louis C.	Klamath Falls, Ore.
418	Leeder, Robert E.	Raytown, Mo.	1011	Sings, William B.	Charlotte, N.C.	1607	Sicam, Florante P.	Pomona, Calif.
427	McDowell, Thomas H.	Florence, Miss.	1035	Bennett, Paul R.	Polk City, Fla.	1869	Pyszkowski, Ronnie E.	Forest Hills, Ky.
446	Rhodes, Bluford B.	Cheyenne, Wyo.	1059	Seier, Mark D.	Thornton, Colo.	1910	Daniely, William C.	Byron, Ga.
446	Ryan, Timothy R.	Santa Rosa, Calif.	1075	Kepner, Phillip L.	Hamler, Ohio	1951	Krajcer, Joseph L.	West Seneca, N.Y.
495	Mann, Norman E.	Salina, Kan.	1106	Ezell, William T.	Rocky Mount, N.C.	1963	Key, John R.	Olive Branch, Miss.
610	Ruby, Henry S.	Temple Hills, Md.	1168	Ayers, Warren C.	Clovis, N.M.	1963	Tilly, Robert J.	Greenville, Ind.
645	Holewinski, Walter	Islip, N.Y.	1175	Klow, John C.	Ranier, Minn.	1976	Buskirk, Norman F.	Troy, Ill.
645	Vellia, Francis J.	North Bellmore, N.Y.	1216	Amick, Harold D.	Maryland Heights, Mo.			

Accidents can happen to anyone, at any time

Protect yourself and your family from accidents, on and off the job, for less than ONE DOLLAR A DAY

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

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

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

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

- ▶ All benefits are paid directly to you.
- ▶ Benefits are paid at full value, regardless of any other insurance you have.
- ▶ Benefits will never be reduced.
- ▶ Your premium does not increase with age.
- ▶ You will never be singled out for a rate increase.
- ▶ Issued to persons age 0 to 65, and guaranteed renewable to age 80.
- ▶ No physical required.



**Call or email today:
(800) 558-8842
sales@utuia.org**

Call the toll-free number above, email the address above, or send in the coupon at right to get complete information. Certain conditions and exemptions may apply.

I would like more information, please

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



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

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

3/13

UTUIA volunteer of the year deadline nears

The United Transportation Union Insurance Association is looking for a special person to honor as its 2013 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 2013 volunteer of the year.

The individual selected as UTUIA volunteer of the year will receive a \$1,000 UTUIA

annuity and a plaque of appreciation from the UTUIA.

Additionally, he or she will be honored at the 2013 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 2013 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 describing volunteer activities. The more documentation you can provide, the better.

3/13

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

Railroads hauled record amounts of crude oil in 2012

The amount of crude oil U.S. freight railroads hauled last year more than tripled as shale oil production surged in North Dakota and other locations, according to reports.

The Association of American Railroads last month reported that U.S. Class I railroads originated a record 233,811 carloads of crude oil in 2012, up 256 percent from the 65,751 carloads of crude oil originated in 2011.

Crude oil in 2012 represented less than one percent of all U.S. Class I rail carloads, up from 0.2 percent in 2011.

Railroads hauled 256 percent more crude oil in 2012

(As a result of declining demand due to the low cost of natural gas and environmental concerns, the commodity with the biggest decline in railcar loadings during 2012 was coal, which was down about 726,000 carloads, or nearly 11 percent, to just over six million carloads.)

The railroads are an attractive option for oil shippers because pipelines haven't been able to keep up with production, and railroads offer the ability to ship crude to different destinations, experts said.

Railroads give oil producers advantages that



aren't available when shipping their oil by pipeline. The most important one is the option to ship to the refinery offering the highest price.

Furthermore, with pipelines, oil producers often have to make a commitment to ship their product through a given pipe for 10 or even 20 years. The railroads will build a terminal for an 18- to 36-month commitment.

About 90 percent of the crude oil and petroleum products in the nation is moved by pipeline. Lately, though, more crude is being moved by rail from areas of the country seeing a boost in oil production, such as North Dakota's Bakken Shale formation, that do not have adequate pipeline infrastructure to transport the oil to refineries.

U.S. crude oil production increased by a record 780,000 barrels per day in 2012.

By early 2015, it is predicted that thousands of new tank cars will be manufactured by suppliers such as Trinity Industries Inc., Union Tank Car Co. and Greenbrier Co. to carry rising North American crude production.

The backlog of tank-car orders is close to 48,000 units, and it is estimated that as many as 30,000 of those are related to the transport of crude petroleum.

As much as 40 percent of the orders for tank cars are from Canadian companies wanting to get their crude out of Western Canada to U.S. refineries in the East and on the Gulf Coast.

The proposed Keystone XL pipeline is expected to transport 830,000 barrels of crude per day. Over the past two years, however, U.S. railroads have boosted their transport capacity by an amount equal to about 55 percent of what Keystone is predicted to provide.

There is a huge backlog of orders for tank cars

Oil producers are not waiting for the Keystone XL or other pipelines; they are building rail-car terminals so they can ship their product to market. In North Dakota alone, oil producers have built rail terminals capable of handling nearly one million barrels of oil per day.

Refineries also are building rail terminals. Delek U.S. Holdings recently said it will begin refining 15,000 barrels of Canadian crude at its El Dorado, Ark., refinery. All of that oil is being shipped in by rail.

A PBF Energy refinery in Delaware recently added a rail terminal that will allow it to take up to 110,000 barrels of crude oil per day. The Sunoco refinery in South Philadelphia, as well as a Phillips 66 refinery in New Jersey, are also ramping up their ability to accept more crude by rail.

Longer trucks

Continued from page 1

back into their infrastructure, plus they pay property taxes on their right of way while no one pays property taxes on highways.

Any increase to truck weight limits means more rail freight will be diverted to highways, eliminating thousands of good-paying railroad jobs.

Additionally, studies show that an increase in truck weight to 97,000 pounds could reduce traffic on short-line railroads by up to 44 percent, likely crippling many shortline railroads.

"For all these reasons I urge our members to contact their elected officials and ask them not to raise truck size and weight limits," Stem said, "and also to donate to UTU PAC, because our jobs depend on it."

UTU needs your photos

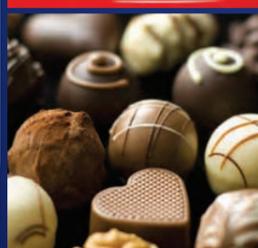
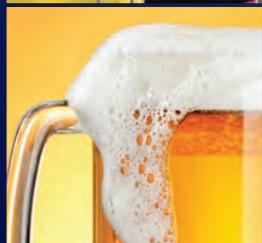
The UTU International is seeking good railroad, bus and airline photos, taken by its members, for the annual calendar and other uses.

High-resolution digital photographs should be emailed to "news_td@smart-union.org."

Printed photographs should be mailed to UTU News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

Include the photographer's name and local number, the name(s) of the person(s) in the photo (left to right) and any other information.

All photographs submitted become property of the UTU.



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- **AT&T WIRELESS SAVINGS: 15% OFF** all monthly service plans.

- **UNION-MADE CAR AND TRUCK REBATES: \$100 BACK** on new models including popular Ford F-150, Chevy Silverado and Ford Escape; \$200 back on new union-made EPA Green Cars.

- **GOODYEAR DEALS: 10% OFF** all Goodyear tires, plus 10% discount on service, maintenance and parts.

- **CLOTHING DISCOUNTS: SAVE UP TO 10%** on union-made jeans, T-shirts, sweats, dresses, pants and more.

- **PLUS ADDITIONAL RESOURCES** for union-made beer, candy, pet supplies and other union-made items!

TAKE ADVANTAGE of these great ways to stretch your paycheck while supporting fellow union workers.

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Union Made Ad 1 Web —6/2012

Get ready for the 2013 regional meetings

The 2013 UTU/UTUIA regional meetings have been designed to provide a grand sense of fraternalism, lots of worthwhile education and tons of fun for the whole family.

As before, each regional meeting will run for 2-1/2 days, ending early on the afternoon of the third day. The evening of the first day has been left unscheduled so you, your family and friends will be free to explore and enjoy the many offerings of the regional meeting cities.

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

All those attending the regional meetings must be registered in order to attend any planned social function. Children ages 11 and under who are pre-registered are complimentary. The registration form is on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by June 21 for the Boston meeting or by July 19 for the Anaheim meeting or the registrant will be charged an on-site registration fee of \$200.

The pre-registration fee for the 2013 regional meetings is \$150 per member, spouse or child over age 11, the same fee charged the last six years. Additional fees apply for the golf outings. You must make your own room reservations, and certain deadlines apply.

The \$150 registration fee covers all workshop materials; a welcoming reception the night before the meeting; three lunches and one evening meal. Those wishing to attend only the workshops do not need to pay the registration fee. No one-day registrations are offered.

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

Boston, July 1-3:

Westin Boston Waterfront, 425 Summer St., Boston, MA 02210; (888) 627-7115 toll free; (617) 532-4600 direct

Room rate: All rooms at the Westin Boston Waterfront have been reserved. The overflow hotel is the Seaport Hotel, 200 Seaport Blvd., Boston. For reservations call (877) 732-7678. Rates are \$149 a night, and the deadline for reservations is May 31 or until all rooms held for UTU are taken. Mention "SMART union" to get this rate.

Golf outing: The regional meeting golf outing will take place Sunday, June 30, at a course to be announced. The cost is \$80 per golfer, which includes golf, lunch and more.

Anaheim, Calif., July 29-31:

Hilton Anaheim, 777 Convention Way, Anaheim, CA 92802; www.resweb.passkey.com/go/2013SMART

Reservations: (877) 776-4932 toll free; (714) 750-4321 direct; reservation code: SMT

Room rate: \$140 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability.

Reservation deadline: June 25, or until all rooms being held for the UTU are reserved.

Parking: \$22/day valet; \$16/day self park

Golf outing: The regional meeting golf outing will take place Sunday, July 28, at a course to be announced. The cost is \$80 per golfer, which includes golf, lunch and more.

Spouse tours, discounts

At both the Boston and Anaheim regional meetings, the UTU will be offering spouse tours of regional attractions. The union also has arranged discounts on airfare (to Anaheim only) and Avis rental cars (both locations). Go to the "Meetings" page of www.utu.org for complete details.

UTU REGIONAL MEETING REGISTRATION FORM

Registering before the regional meetings speeds sign-in procedures, helps organizers plan more accurately, and saves on meeting costs. **Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2-1/2 days and conclude on the afternoon of the third day.** Registration fees are \$150 per person; children 11 years of age and under are complimentary. On-site registration is \$200 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms with payment must be received at the UTU International by June 21 for the Boston meeting and by July 19 for the Anaheim, Calif., meeting for all members, spouses and guests to be considered pre-registered.

Which regional meeting will you be attending? Boston Anaheim, Calif.

Arrival date: _____ Departure date: _____

Transportation type: Automobile Air Other

Member registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____

Phone number () _____ Email _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
Day 2 Lunch Dinner Both No meals
Day 3 Lunch No meal

Spouse registration Boston Anaheim, Calif.

Spouse name _____ Title (if any) _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
Day 2 Lunch Dinner Both No meals
Day 3 Lunch No meal

Spouse/guest tour: Sunday or Monday (\$35/tour per registered spouse; \$75/tour per unregistered spouse)

Child registration Boston Anaheim, Calif.

Child name _____ Age _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
Day 2 Lunch Dinner Both No meals
Day 3 Lunch No meal

Child name _____ Age _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
Day 2 Lunch Dinner Both No meals
Day 3 Lunch No meal

Child name _____ Age _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
Day 2 Lunch Dinner Both No meals
Day 3 Lunch No meal

Child name _____ Age _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
Day 2 Lunch Dinner Both No meals
Day 3 Lunch No meal

Tour: Sunday or Monday (\$35/tour per registered child; \$75/tour per unregistered child) No. attending _____

Guest registration Boston Anaheim, Calif.

Guest name _____ Relationship to member _____

Home address _____

City/State/ZIP _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
Day 2 Lunch Dinner Both No meals
Day 3 Lunch No meal

Spouse/guest tour: Sunday or Monday (\$35/tour per registered guest; \$75/tour per unregistered guest)

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

Golf registration Boston Anaheim, Calif.

Name _____ Handicap _____ Name _____ Handicap _____

Name _____ Handicap _____ Name _____ Handicap _____

(Golf fees are \$80 per golfer; include in total payment. Please provide names of others if foursome.)

Payment options

Check/money order enclosed (U.S. funds only) \$ _____

Credit card VISA MasterCard

Card number _____ Exp. date _____ Total charged \$ _____

Signature _____

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



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International Association of Sheet Metal, Air, Rail and Transportation Workers

UTU protests LIRR pay raises

The Long Island Rail Road (LIRR) handed out retroactive pay raises – totaling more than \$250,000 – to the agency’s top three presidents and a retired executive at a time when the agency is feigning poverty and hiking fares, and the UTU is none to happy about it.

The lump sum payments to the four executives – one as high as \$98,000 – were paid late last year by former Metropolitan Transit Authority (MTA) Chairperson Joseph Lhota.

MTA spokesman Adam Lisberg claimed the pay raises were promised to the executives and written into their contracts.

Among those who received pay raises is LIRR President Helena Williams, who now earns \$243,000 a year. She received a check for \$56,000, an amount that’s more than some LIRR workers earn an entire year.

UTU General Chairperson **Anthony Simon** criticized the move. MTA management always invokes “shared pain,” he said, when the agency looks to freeze wages and cut employees’ benefits.

“Where is the shared pain now?” Simon asked.

“Union-represented employees have not seen a raise since 2009,” Simon said. “While they claim managers have not seen raises during that same stretch, they have

changed job titles, responsibilities and merged and unmerged departments so many times that hundreds of managers have absolutely enjoyed pay raises.

“While Helena Williams continues to hold press conferences on soliciting vendors and million-dollar pilot programs, what is she doing about the continued overall mismanagement of what she calls ‘her railroad?’” Simon asked.

“There is no accountability on failed projects and initiatives. There is no accountability to the fact that the LIRR fails to support its work force. Every bit of criticism and every railroad problem always ends up trickling

down to the rank-and-file employees, the ones who dig into frozen ground and ballast, clean and maintain the trains and facilities, and transport the most precious cargo of all: our customers!

“Union-represented workers will continue to serve the LIRR’s riding public as we always have, with or without the support of MTA leadership. We recognize that our riders need railroading experts to move trains safely and efficiently, not press celebrities and paper pushers.

“We also will work hard to win a fair and equitable contract in upcoming negotiations,” Simon said. “One that ‘shares the pain’ more evenly.”

**LIRR always seeks to “share the pain.”
Where is the shared pain now?**

Photo of the month

UTU-SMART is always looking for good photos, and awards prizes to monthly photo winners.

UTU-SMART 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-SMART, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

High-resolution digital photographs should be in the JPEG format and emailed to “news_td@smart-union.org”.

With each photograph, please include your name and UTU-SMART 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 UTU-SMART.

Remember to review your employer’s policies regarding use of cameras on the property or during work hours.



This photo was taken by retired BNSF conductor **E. Clyde Stickley** of Local 1313, Amarillo, Texas. “I took this photo back in 1980 while laying over at Waynoka, Okla.,” Stickley said. “A freezing rain had coated the wires with ice and then turned to snow. The train was sitting in a siding waiting on an MKT crew to arrive and take it back east.”



Please recycle

Inside this issue of *UTU-SMART News*:



Bus operator wins acclaim for custom motorcycle. See page 2.



UTU caring and sharing helped family get lives back. See page 3.



The Auxiliary of the UTU is ready to assist you. See pages 6 & 7.



UTU offers Canadian Rocky Mountain tour for alumni. See page 8.