



UTU News

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The Official Publication of the United Transportation Union

National rail agreement talks progressing

The UTU's negotiating committee and railroads party to the national rail agreement – affecting some 40,000 UTU members – have met seven times since the contract came open for amendment Jan. 1.

“Nothing has been agreed to, but progress is being made on wages, benefits and working conditions,” said UTU International President Mike Futhey. “It is impossible to say that any issue has been finalized until all issues are agreed on.”

The existing national agreement remains in force until amendments are concluded under provisions of the Railway Labor Act.

Carriers in national handling, under the umbrella of the National Carriers' Conference Committee (NCCC), include BNSF, CSX, Kansas City Southern, Norfolk Southern, Union Pacific and many smaller railroads.

In addition to UTU lead negotiator President



Futhey, UTU officers on the negotiating team include Assistant President Arty Martin; UTU International Vice Presidents Robert Kerley and Delbert Strunk; and General Chairpersons John Lesniewski (GO 049), Pate King (GO 680) and Doyle Turner (GO 347).

Negotiations also continue between the NCCC and two rail-labor coalitions.

One, led by the Teamsters Rail Conference, includes the Brotherhood of Locomotive Engineers and Trainmen, the Brotherhood of Maintenance of Way Employees, the Brotherhood of Railroad Signalmen, the Brotherhood of Boilermakers and Blacksmiths, the National Conference of Firemen and Oilers, and the Sheet Metal Workers International Association.

The other, which has asked for mediation under provisions of the Railway Labor Act, includes the Transportation Communications Union, the American Train Dispatchers Association, the International Association of Machinists, the International Brotherhood of Electrical Workers, and the Transport Workers Union.

To stay informed, sign up for e-mail alerts at www.utu.org.

Railroads report blockbuster earnings, operating ratios

It was a boomer of a third quarter for major railroad profits. Blockbuster earnings were reported by BNSF, Canadian National, Canadian Pacific, CSX, Kansas City Southern, Norfolk Southern and Union Pacific as railroads exercised market pricing power and enjoyed robust increases in freight shipments.

•**Canadian National** reported its third quarter profit rose by 21 percent, and its operating ratio improved from almost 63 percent in the third quarter 2009 to 60.7 percent for the third quarter 2010.

Operating ratio is the railroad's operating expenses expressed as a percentage of operating revenue, and is considered by economists as a basic measure of carrier profitability.

•**Canadian Pacific** reported that while its third quarter profit declined owing to an extraordinary one-time real-estate sales gain the previous year's third quarter, its operating ratio improved from more than 76 percent in third quarter 2009 to 73.7 for the third quarter 2010.

•**CSX** reported its third quarter profit climbed by 43 percent, and its operating ratio improved from 73.9 in the third quarter 2009 to 69.1 for the third quarter 2010.

•**Kansas City Southern** reported its third quarter profit doubled, and its operating ratio improved from 78.3 percent in the third quarter

2009 to 73.5 percent for the third quarter 2010.

•**Norfolk Southern** reported its third quarter profit increased by 47 percent, and its operating ratio improved from 72.8 percent in the third quarter 2009 to 69.6 percent for the third quarter 2010.

•**Union Pacific** reported its third quarter profit soared by 51 percent – its most profitable quarter ever – and its operating ratio improved from 73.8 percent in the third quarter 2009 to 68.2 percent for the third quarter 2010.

•As BNSF is now privately held, it no longer reports to Wall Street analysts detailed quarterly financial data, but the *Journal of Commerce*, citing a BNSF filing with the Securities and Exchange Commission, reported BNSF's third quarter profits soared 44.7 percent over the third quarter 2009. An operating ratio was not reported.



News and Notes

Local opposes bus cuts

SAN FRANCISCO – With the San Francisco Unified School District facing a deficit of \$113 million over the next two school years, a decision is looming on whether to cut the number of buses to save money.

Local 1741 officer **Paul Stein** was quick to intervene, telling the *San Francisco Examiner* newspaper that “any potential cuts would not only affect the contracted bus drivers (UTU members represented by Local 1741), but students themselves.”

Stein was joined by Ellie Rossiter, executive director of Parents for Public Schools, who told the newspaper, “Parents rely on public transportation and school bus transit to get kids to school. It could be the deciding factor in school choice.”

Union Plus scholarships

Applications are available for the 2011 Union Plus Scholarship Program, which provides \$150,000 in scholarships to union members, their spouses and dependants.

To learn more about these scholarships and to download an application, log on to:

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

Or, send a postcard with your name, return address, telephone number and international union name to: Union Plus Education Foundation, c/o Union Privilege, Box 34800, Washington, DC 20043-4800.

The deadline for receiving applications is Jan. 31, 2011.

FRA cell-phone ban to be made permanent

The FRA said it will make permanent its Emergency Order No. 26 restricting the use by on-duty train crews of cell phones and other electronic devices.

Some changes, as described below, are to be included in the permanent ban, to go into effect in late March 2011. Until then, Emergency Order No. 26 will remain in effect.

The emergency order and the permanent ban prohibit the use of an electronic device – whether personal or railroad supplied – if it interferes with that employee's or another employee's performance of safety-related duties.

The permanent ban will contain these new or revised provisions:

Engineer and conductor certification

The final rule will not immediately subject engineers or conductors (when conductor certi-

fication is implemented) to revocation of their certification for a violation of the ban.

After the FRA unveiled its draft final rule in May, the UTU strongly objected to making such violations subject to revocation of certification.

The final rule will not create an exception for

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Election results

UTU endorsed candidates are still a majority in Congress. See page 4 for insight from President Futhey and National Legislative Director James Stem into the congressional election.

Around the UTU

Local Unit 17, New Castle, Pa.

UTUIA Local Unit 17 has adopted the "Imagine No More Malaria Fund," Unit President and Field Supervisor **Art Rayner** reported. Money raised by members of Local Unit 17 will be donated to the White Chapel United Methodist Church's malaria fund committee, of which Rayner is chairman. White Chapel has set a goal of \$6,700 to be applied to the National United Methodist Church's goal of \$75 million. "Each year, nearly 800,000 children die from malaria in Africa. This averages out to one child dying from malaria every 30 seconds," Rayner said. Send tax-deductible contributions made out to "White Chapel Church" to Rayner at P.O. Box 146, Volant, PA 16156-0146. A receipt will be forthcoming.

Local 60, Newark N.J.

Retired New Jersey Transit conductor **Mike Ferlise** and his wife, Mary Ellen, appeared on a WABC news telecast entitled "Breast Cancer: Survival and Hope" on Oct. 2. The Emmy Award-winning series, now in its 16th year, features survivors who speak of their determination to fight a disease that interrupted their lives at a critical time. Mary Ellen was diagnosed with breast cancer more than four years ago and was treated. Ferlise was diagnosed with male breast cancer last year and is currently undergoing treatment.



Mike and Mary Ellen Ferlise and their granddaughter

Local 113, Winslow, Ariz.

This BNSF local, in conjunction with the BLET, held a two-day picnic for their members in Winslow, State Legislative Director **Greg Hynes** reported. Hamburgers and hot dogs were dished up for two days, and a variety of prizes were also raffled. "This is the first time anything like that has been accomplished in Winslow," Hynes said.



Vice Local Chairperson John Carmody and Local Chairperson Jim Polston at the grill, along with BLET member Bill Barris.

Local 199, Creston, Iowa

Vice Local Chairperson **Billi Jo Vavra** reports that the members of this BNSF local now have a dedicated website at www.utu199.org. The website has links to agreements, contact information for local officers, a new safety page and more. The membership also congratulates **Randy Goodrich**, who recently retired after 40 years of service.

Local 240, Los Angeles, Calif.

Local Chairperson **Harry Garvin Jr.** reports that **Wilbur A. Sloan** retired Oct. 4 after 40 years of service with Southern Pacific and Union Pacific railroads. "All the members and officers of Local 240 wish him many long and happy years of retirement," Garvin said.

Local 465, Gillette, Wyo.

The Department of Defense and the Wyoming National Guard and Reserves have awarded Local Chairperson **Kevin Knutson** a citation for his support of railroad guardsmen and reserves as



UTU member Scott Burns, left, and William Smith at the Paralyzed Veterans of America's Lone Star Shootout in Garland, Texas.

UTU member fishes with paralyzed U.S. veterans

Union Pacific conductor **Scott Burns'** latest fishing story isn't about the big one that got away. It's about the privilege of serving others.

This summer, Burns volunteered his time, equipment and boat as a captain during the Paralyzed Veterans of America's Lone Star Shootout bass-fishing tournament on Lake Ray Hubbard in Garland, Texas.

In addition to assistance provided to these paralyzed veterans and their families, the PVA sponsors a variety of local and national competitive sporting events, including bass-fishing tournaments, wheelchair basketball leagues, skeet and trap shooting competitions and wheelchair bowling.

Burns drew his fishing partner, William Smith of Edmond, Okla., at the pre-tournament meeting hosted by Bass Pro Shop of Garland, Texas, for the two-day event.

The daily routine consisted of team partners meeting in the Bass Pro Shop parking lot at 4:15 a.m., where volunteers from nearby military installations assisted each paralyzed veteran into the boats, then stored the wheelchairs until the teams returned at the completion of each day's competition.

After their fish were weighed and photographs taken, teams returned to the staging area where volunteers would assist the veterans out of the boats and back into their wheelchairs to prepare for the evening meal and activities.

"It was an honor and my sincere privilege to be teamed up with William for this PVA tournament. He is a serious tournament fisherman, and it was a true inspiration to see him, along with all the other paralyzed vets, give their best efforts throughout this demanding two-day event."

"I was humbled and blessed to be a small part of such a worthwhile event," Burns said. "This is the first PVA event I have participated in, but plan to be among the first to register for this tournament next year."

A veteran and reservist, Burns expressed his appreciation to Local Chairperson Danny Rampy and his fellow members of Local 439 at Tyler, Texas, for their interest and support. The local helped pay his tournament entry fee and travel expenses. He also provided several unique UP items to Smith, along with a UTU pin. "Both the Union Pacific and the UTU were well represented as William proudly wore a 'UTU Yes!' pin on his new Union Pacific visor the entire weekend," Burns said.

He has since participated in a second tournament in October at Truman Lake, Mo.

"The honor was mine," Burns said.

they deploy to and return from active duty, according to Local President **Billy Montgomery**. "It is important to Brother Knutson that our members and soldiers have a smooth transition from their jobs when they are leaving and coming back from their deployment," Montgomery said, noting that the person or persons who nominated Knutson remain anonymous.

Local 569, Ennis, Texas



Smith

Local Chairperson **W.T. "Bill" Smith** was recently appointed as an FRA inspector for Region 8 in Rapid City, S.D., General Chairperson **Troy Johnson** reported. Smith began his railroad career on Southern Pacific in 1998, prior to the merger with UP. He has also served as secretary of UP General Committee 927. "We wish Brother Smith the best in his new endeavor," Johnson said.

Local 583, Fond du Lac, Wis.

This CN (Wisconsin Central) local's website address has been changed to www.utulocal583.org, according to Secretary & Treasurer **Anthony Macareo**. The website contains contact information, seniority rosters, agreements and other useful information.

Local 586, Willard, Ohio



Novak

Conductor **Vincent M. Novak** retired Aug. 28 after 54 years of rail service with Pennsylvania Railroad, Penn Central, Conrail, Amtrak and CSX. Novak is currently involved in a sports merchandise business called Sports Fun Lines. Visit his website at www.sportsfunlines.com. "Tell my fellow workers and friends that retirement has been 99 percent good. Best in health and wealth to all of them in the future," Novak said.

Local 722, Babylon, N.Y.



Meyer

Derrill Meyer, 45, a member of this Long Island Rail Road local, died Sept. 14, friend and fellow member **Steven J. Messina** reported. Meyer, who was comatose for a week after suffering a ruptured aneurysm, had a 17-year-old daughter and was engaged to be married, Messina said. "He was a great friend to many. May he rest in peace," Messina said.

Local 982, Rochester, N.Y.

Local Chairperson **David Murphy** thanks the local's clambake committee of **Rick and Kimberly Roden, John and Adrian Hales**, and **Mike and Cheryl Hoey** for a great job in making this year's clambake a success, especially with the children. "Kimberly Roden's craft projects and gift bags were especially nice. Thanks to them all for their hard work," Murphy said. The local also announced a Christmas dinner party scheduled for the first week of December.

Local 1381, Hammond, Ind.

After 59 years of railroad service, "Jumping" **Joe Matovina** retired Oct. 31, Alumni Association member **Frank Martone Jr.** reported. Matovina, 79, a switchman with the Indiana Harbor Belt Railroad, hired out June 21, 1951, Martone said.

Local 1565, W. Hollywood, Calif.

After retiring from a 20-year career in the U.S. Marine Corps, Gold Line train operator 1st Sgt. **Rosendo Reyes** is currently serving as the 2/23 Golf Company's Toys for Tots coordinator in Los Alamitos, his wife **Sandra** reported. "This is his third year as a Toys for Tots coordinator and he finds it a very humbling experience to help provide toys for children whose parents cannot afford very much on Christmas. I am proud of what he has accomplished, not only in his military life, but as a father and husband," Sandra said. Anyone wishing to donate new, unwrapped toys may contact the Reyes' at (909) 568-1434, or by e-mail at PAPAPIO8@aol.com.

UP GO 877, Bakersfield, Calif.

The address for this UP general committee's website has been changed to www.utugc887.com, according to General Chairperson **W. Jay Smith**.

Open enrollment for RR GA-2311 health plans

During November and December, United Healthcare will hold an open enrollment under railroad plans GA-2311.

During this open enrollment period, any individual eligible for coverage under one of the GA-2311 plans may enroll and be accepted for coverage without medical underwriting or requirement of good health.

There are no limitations for pre-existing conditions.

Enrollment in November and December is for coverage effective Jan. 1, 2011.

Only those applicants who mail their completed enrollment forms in November or December will be considered for open enrollment.

The next opportunity to enroll during an open enrollment period will not be until November 2012, consistent with the plan's two-year open enrollment cycle.

This open enrollment is:

- For those covered under any railroad health plan and represented by a railroad labor union.
- For those who are members in accordance with the constitution or bylaws of one of the participating railroad labor unions when coverage under the employer group health plan applying to them ends.

Retired VP Steve Thompson succumbs to cancer at 60

Retired UTU International Vice President Steven James Thompson, age 60, a member of Local 1709 (Pontiac, Mich.), died Oct. 9 at a hospice in Wentworth, N.C.

He was interred at a cemetery in Loga County, Ky.



Thompson

For 16 years, Thompson was chairperson of CN Rail (Grand Trunk Western) General Committee of Adjustment 377. He was elected first alternate vice president, east, in September 1999; and succeeded the retiring Pete Patsouras as UTU International vice president in August 2003. Thompson retired as an International vice president in 2007.

Thompson joined UTU predecessor Brotherhood of Railroad Trainmen in 1969 while working as a switchman on Grand Trunk Western Railway (now part of Canadian National).

In 2003, Thompson was instrumental in raising funds to bring a severely burned Iraqi teenage girl to the University of Michigan's burn center for treatment. He also was active in a church food bank.

Thompson was a native of Pontiac, Mich. Survivors include his parents, C.T. Thompson and Edna Lencie Thompson of Lewisburg, Ky.; a son, Jim Thompson, of Reidsville, N.C.; brothers Robert Thompson of Franklin, Ky., and Ted Thompson of Reidsville; sisters Barbara Lencie of Drakesboro, Ky., and Shar Thompson of Lewisburg, Ky.; one grandchild and four great-grandchildren.

If you, or someone you know, meets the GA-2311 eligibility provisions, open enrollment provides an opportunity to become covered.

You may also enroll your spouse or eligible children if they are not currently covered. In addition, enrollment under Plan F is available for your parent or parent-in-law. Anyone interested

in enrolling should call one of the following phone numbers to obtain an enrollment form or additional information:

- For persons eligible for Medicare, call (800) 809-0453.
- For persons NOT eligible for Medicare, call (800) 842-5252.

Plan	Current Monthly Rate	Applies to:
A	\$305	Persons eligible for coverage under GA-2311 except persons eligible under Medicare, and persons eligible under GA-46000
B	\$415	Persons eligible for coverage under GA-2311 except persons eligible under Medicare, and persons eligible under GA-46000
C	\$530	Persons eligible for coverage under GA-2311 except persons eligible under Medicare, and persons eligible under GA-46000
E	\$180	Persons eligible under The Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000)
M	\$180	Persons eligible under The Massachusetts Bay Commuter Rail Early Retirement Plan (MBCR Plan)
F	\$168	Persons eligible for full Medicare coverage

Note: Enrollment during November and December of the open enrollment period provides for coverage effective the following calendar year, Jan. 1 through Dec. 31. Each June 1 of that calendar year, and only at that time, adjustments to the premium for all plans under GA-2311 may occur. Additionally, if you are enrolled in either Plan A, B or C under GA-2311, and a change in the premium amount you pay does occur, you will be allowed, at that time, to switch your plan to a different plan (A, B, or C) with a lower premium, if available.

Local 377 ratifies new B&P contract

Local 377 members – engineers, conductors and brakemen – employed by Buffalo & Pittsburgh Railroad have ratified a new five-year agreement by an almost 8-to-1 margin.

Balloting was by craft under provisions of the UTU Constitution guaranteeing craft autonomy; and each of the crafts was solidly in favor of the agreement.

More than 90 percent of members cast ballots, which UTU International officials termed “outstanding and quite typical of Local 377’s membership.”

The newly ratified agreement provides for general wage increases, guaranteed extra boards, 401(k) plan enhancements, and personal incentive bonuses.

General Chairperson **John Lesniewski** (GO

049), who led the negotiations, called the ratified agreement “a great contract in the best of times, and extraordinary during this lean economic climate.”

Lesniewski praised the efforts of his negotiating team, which included Vice General Chairperson **Steven Mavity** and Local 377 Chairperson **Harry Mahaffey**.

Lesniewski also thanked UTU International President Mike Futhey and GO 049 Vice General Chairperson **Jeremy Ferguson** “for their advice and support directed towards reaching this pact.”

Buffalo & Pittsburgh, acquired by holding company Genesee & Wyoming in 1988, is a 368-mile regional railroad serving western New York and western Pennsylvania, and connects with railroads Canadian Pacific, CSX, and Norfolk Southern.



New pact ratified on Illinois & Midland

With 86 percent voting in favor, UTU-represented signal maintainers, mechanical forces and maintenance-of-way employees on Illinois & Midland Railroad (IMRR) have ratified a new five-year contract covering wages, benefits and working conditions.

Illinois & Midland is a subsidiary of Genesee & Wyoming.

The new agreement provides a general wage increase, retroactive pay to April 1, 2010, a cap on health care insurance contributions, a new short-term disability plan, an enhanced 401(k) plan, and enhanced options for personal leave days.

UTU International Vice President Delbert

Strunk, who assisted with the negotiations, praised IMRR General Chairperson **Bo O’Leary** and Vice General Chairpersons **Donnie Maurer** and **Loren “John” Thomas** for their efforts during the negotiations.

Illinois & Midland Railroad is a 97-mile short line in central Illinois that interchanges with BNSF, Canadian National, Iowa Interstate, Kansas City Southern, Keokuk Junction, Norfolk Southern, Tazewell & Peoria, Toledo, Peoria & Western Railway, and Union Pacific.

Its principal commodities include chemicals, coal, food and feed products, forest products, metallic ores and minerals, and municipal solid waste.



UTU PAC: It's all about jobs, benefits, safety

UTU Michigan State Legislative Director **Jerry Gibson** knows the value of the UTU PAC in electing labor friendly lawmakers. He knows how to share those facts, also.

Local 1075 Secretary & Treasurer **John Purcell** says he and other members of his Trenton, Mich., local had “no clue of what the UTU PAC was. No one had ever explained how it worked” until Gibson showed up at a union local meeting.

Purcell credits Gibson with educating the local’s members “on how PAC funds are used and the benefits the PAC provides. I started contributing myself immediately and began to

encourage others to do the same,” Purcell said in a recent e-mail he sent Gibson.

“The value of the UTU PAC was further driven home after my attendance at the regional meetings where I learned what was being done in Washington and the impact of our PAC funds there,” Purcell said.

More recently, Purcell said the UTU’s get-out-the-vote drive for the Nov. 2 elections was a success. Post cards sent members through a project of the National Legislative Office “reached the members’ homes and several contacted me and asked questions,” Purcell said.

“I provided information which included that the UTU PAC is not a partisan program and that it supports candidates that support us regardless of party affiliation,” Purcell said. “I used the information provided, which listed successful legislation that has improved safety and benefits.

“All of this resulted in 12 members either increasing their UTU PAC donation or becoming new donors all together,” Purcell said.

Purcell said he now writes a check to the UTU PAC in the amount of \$265 per month, and 44 percent of Local 1075’s members now donate. He said his goal is to gain PAC contributions from 75 percent of Local 1075’s members.



What the election results mean

What do the Nov. 2 congressional election results mean for UTU members and their families?

Consider these facts:

- While it is true that organized labor has more friends among Democrats, many of the Republicans elected Nov. 2 are friends of working families, and they received UTU PAC support and were on our voting recommendations list.
- The UTU is a bipartisan union, historically and consistently looking beyond party labels to reward each and every friend of working families.
- Among our Republican friends,

Better than 6 of every 10 elected lawmakers had UTU endorsements

for example, are Rep. Don Young of Alaska, and Sen. Orrin Hatch of Utah. Republican Sen. Hatch is one of the strongest congressional defenders of the Federal Employers' Liability Act (FELA), while Republican Rep. Young has been one of

the UTU's most ardent supporters in the House of Representatives.

- One of the most important congressional committees to UTU members – airline, bus and rail – is the House Transportation & Infra-

structure Committee, where most legislation affecting transportation originates. Among T&I Committee members, more than 66 percent – Democrats and Republicans – who were endorsed by the UTU won re-election.



International President's Column

By **Mike Futhey**, International President
(216) 228-9400; president@utu.org

• In all congressional races, more than 60 percent of UTU endorsed candidates won election or re-election. Imagine if you could win a poker hand more than 60 percent of the time, or hit safely six of 10 times at bat as a major league ballplayer.

• Despite the change in party control in the House, UTU-recommended candidates are still a majority, meaning we can continue to work successfully on issues that matter to our members: job security, safety, health care and retirement benefits, as well as adequate public funding for Amtrak and transit.

• Key regulatory agencies, such as the Federal Railroad Administration, Federal Motor Carrier Safety Administration, Federal Aviation

• Polling by GOTV showed that as many as 20 percent of UTU members and spouses who voted had not voted in the 2006 non-presidential election. This proved important in many close races.

• On behalf of the UTU, GOTV – in partnership with UTU state legislative directors and the UTU Auxiliary – made more than 210,000 unique member contacts in 28 states via the postal service, e-mail and telephone calls, urging UTU members and their families to register to vote and to vote.

• By encouraging a higher percentage of UTU members to register and vote, we demonstrated to candidates the power of UTU endorsements – and, especially, that in close races, a UTU endorsement has great value to a candidate.

• Candidates remember their friends in the same manner organized labor remembers its friends.

• As the proverb says, "It's not the will to win, but the will to prepare to win that makes a difference." What the UTU PAC and GOTV demonstrate to candidates of all political

We set a new standard and benchmark to measure future advances

Administration, National Mediation Board, and National Labor Relations Board, will continue to have labor-friendly majority control.

• The UTU's Get Out the Vote (GOTV) effort resulted in thousands of UTU members and families – who were not previously registered or hadn't voted in the previous (2006) non-presidential election – registering to vote and casting ballots.

stripes is that the UTU is a friend worth having.

• The UTU has always had a great legislative program, but what we have accomplished this election through GOTV sets a new standard and benchmark to measure future advances.

• When the new Congress is seated in 2011, we will be working closely with our old and new friends to continue advancing the UTU legislative agenda on behalf of our members.



utunews@utu.org

Mike Futhey, International President

president@utu.org

Arty Martin, Assistant President

asstpres@utu.org

Kim Thompson, General Secretary and Treasurer

gst@utu.org

James Stem, National Legislative Director

jamesastem@aol.com

Contact the UTU:

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

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

Lawmakers change; our mission does not

With the election over, change has come to Washington. Since 2001, the congressional political majority has shifted three times. New majorities are nothing new to our UTU legislative team.

While most UTU-endorsed candidates were re-elected, we did lose friends with whom we had long and positive relationships. Thankfully, the UTU is a bipartisan organization that works with lawmakers on both sides of the political aisle.

The UTU is bipartisan in its endorsements

In the now Republican-controlled House of Representatives, there will be new committee chairpersons – those posts mean everything. Chairpersons decide which bills have hearings and are moved to the House floor for a vote.

Rep. John Mica (R-Fla.) – very knowledgeable on rail, bus and transit issues, and an advocate of invest-



Officers' Column

By *National Legislative Director*

James Stem

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

ment in infrastructure – likely will chair the Transportation & Infrastructure Committee, where most transportation legislation is first considered. He is one of many Republicans endorsed by the UTU and has exhibited strong support for Railroad Retirement. His door is always open to hear UTU concerns on legislation affecting our membership.

In the Senate, the key committee for transportation legislation is the Commerce Committee, and it likely will continue to be chaired by Sen. Jay Rockefeller (D-W. Va.), another UTU friend.

Job number one for the National Legislative Office and talented state

legislative directors now is to establish and maintain a dialogue with the newly elected members of Congress and state legislatures – Democrats and Republicans.

Our message will be consistent and focused on job security, better benefits and workplace safety.

Our UTU PAC will continue to be a crucial tool we use to influence legislation. Our UTU PAC helps to establish and maintain relationships. Working families cannot

afford to write the large checks provided election campaigns by corporations and wealthy executives. We counter those efforts through our UTU PAC.

Our goal is to have every UTU member registered to vote, paying attention to the issues and contributing \$1 per day to the UTU PAC.

You can commit to the UTU PAC by contacting the treasurer of your local, or by calling our Washington legislative office at (202) 543-7714.

Our UTU PAC will continue to be a crucial tool to influence legislation

Be assured that the UTU will continue working to protect Social Security and Railroad Retirement benefits, secure dependable funding for Amtrak and transit systems, make our jobs more secure and the workplace safer.

State Watch

News from UTU State Legislative Boards

California

Local President and Legislative Rep. **Michael Rose** of Local 1570, Roseville, Calif., received the endorsement of the California State Legislative Board, along with a UTU PAC contribution check, in his bid for a seat on the Rocklin, Calif., city council, State Legislative Director **J.P. Jones** reported.

"Brother Rose is a contributor to the UTU PAC program from his local and has worked hard for full membership participation in the program," Jones said. "We fully supported Brother Rose in his effort to achieve a seat on the Rocklin City Council and wanted to show our support with financial assistance to his campaign. It is local city council races that are many times the starting point in the political process for candidates to advance to higher office at the state and congressional levels."

Unfortunately, Rose finished sixth in the race, where the top five at-large candidates are seated as council members.



City Council candidate Mike Rose, right, accepts a UTU PAC contribution from Assistant State Legislative Director Mike Anderson.

Minnesota

Workers fully clad in hazardous-material suits descended on the St. Paul Labor Centre parking lot in late September, unfurling yellow caution tape and scurrying toward pipes and barrels leaking indeterminate liquids, Workday Minnesota reports.

Kansas



Kansas State Legislative Director Ty Dragoo, standing third from left, and Assistant State Legislative Director Chad Henton, kneeling at far left, recently attended a special informational seminar sponsored by Local 44 at Phillipsburg, Kan. The meeting was held for members and newly hired employees of Union Pacific. "This was a great opportunity to hear the concerns of current UTU members, as well as to educate new employees about our union, our contract, the importance of the UTU PAC and other issues," Dragoo said.

Fortunately, it was only a drill.

Eighteen members of railroad unions participated in the hazardous material response drills, part of a four-day training session in St. Paul organized by the Minnesota Railroad Intercraft Association and the National Labor College (NLC), with the help of State Legislative Director **Phil Qualy**.

Wearing plastic suits and oxygen masks, trainees engaged in one of two drills. One challenged them to plug a leaking 50-gallon barrel of "sulfuric acid" and prepare the barrel for safe shipping to a containment area.

The other exercise involved a series of pipes leaking "benzene." Trainees had to figure out a way to plug the leak, prevent a fire from starting, and keep the fluid out of nearby waterways.

Four NLC trainers escorted trainees through the drill stations. The NLC has

trained rail workers since the late 1980s, both at its campus in Silver Spring, Md., and at remote locations nationwide.

The Minnesota Railroad Intercraft Association, formed in 1982, is comprised of the UTU, the Teamsters, and the Transportation Communications Union.

"Education is a key component of our railroad unions' safety agenda," Qualy said. "Railroad workers receive invaluable training and information, and attendees take their training skills to our locals and share the information."

New Jersey

New Jersey State Legislative Board Chairperson **McKinley Cuthbert** of Local 60, Newark, N.J., recently met with Assemblywoman Mila M. Jasey (D) to thank her for her support for transportation projects in the state, State Legislative Director **Dan O'Connell** reports.

She said she will continue to work toward funding of a new rail tunnel under the Hudson River, linking New Jersey with New York City, following its cancellation by Gov. Chris Christie. It would create 6,000 construction jobs and 45,000 permanent jobs, many of which would benefit UTU Local 60's members.



From left: U.S. Rep. Donald Payne (D-N.J.), Assemblywoman Jasey (D), McKinley Cuthbert and wife, Angel.

FMCSA shows off new bus safety technology

New technology to improve the safety performance of buses was showcased last month by the Federal Motor Carrier Safety Administration.

The FMCSA demonstrated the latest state-of-the-art technology to be used by law enforcement to conduct commercial motor vehicle safety inspections.

The new technology includes:

- **Wireless roadside inspection** that can conduct up to 25 times more vehicle inspections a year than the current, in-person inspection process. It allows an inspector to obtain driver and carrier identity, vehicle condition and hours-of-service violations while the vehicle is traveling at highway speed.
- **Smart infrared inspection** that detects brake, wheel and tire problems by comparing infrared thermal images of wheels as the vehicle enters a weigh station.
- **Performance-based brake testing** that assesses a vehicle's brake force and overall performance.

Montesino wins Watsonville city council seat

WATSONVILLE, Calif. – Santa Cruz Metropolitan Transit District bus operator **Eduardo Montesino** was successful in his first bid for public office, winning a seat on the Watsonville, Calif., city council.

A member of Local 23 at Santa Cruz, Calif., Montesino campaigned on the issues of growing the local economy by attracting quality businesses and jobs, improving roads and diversifying transportation options, and preparing children to be competitive in the work force by receiving an excellent education.



Montesino

Montesino said he has gotten to know countless members of the community, firsthand, through his work as a full-time bus driver and a member of the Latino Affairs Commission.

"I hear the stories of struggle," Montesino told the *Santa Cruz Sentinel*. "I drive people from one job to the next. I see the need for many more services in South County. There was a need for some new leadership and I'll bring a different perspective to the job."

Montesino was endorsed by Local 23, Watsonville Mayor Luis Alejo, and Santa Cruz County Treasurer Fred Keeley.

Bus Department

By Vic Baffoni, Vice President
v_baffoni@utu.org

LACMTA talks continue; operational funding a must

I extend my congratulations to all the newly elected and re-elected Bus Department officers and delegates, and I ask that they do their best to represent all their membership. Dedication and hard work must include conversation and compromise to produce results. Results are our business.

The Los Angeles County Metropolitan Transportation Authority (LACMTA) negotiations continue on a day-by-day extension. General Chairperson James Williams and his negotiating committee continue to try to hammer out an agreement. The current political and financial climate makes it very difficult. I am confident they will succeed.



Baffoni

The new political environment will make it harder for our hard working members and us to succeed in the near future, but succeed we will.

In the Bus Department there is an issue that should be our priority, and that is operational funding.

Operational funding should be incorporated into all legislation that funds transit projects. Federal, state and local entities have allocated large sums of funding for new and/or expanded transit projects.

These projects fund planning and construction – not operations, which includes driver salaries.

Without operational funding, the future of these projects is in jeopardy and may only create future problems. These problems could be failure of new service, cuts in existing service, or both. UTU National Legislative Director James Stem is aware of this funding problem and has been working in Washington to educate lawmakers on this important issue. He and Alternate National Legislative Director John Risch pledge to continue fighting for this funding.

What you need to know as you prepare to retire

Whether you are about to pull the pin or drop off your final passenger, here is a brief guide to assist you in applying for and transitioning into retirement. Those nearing retirement age might also wish to review this centerfold – especially with regard to financial planning.

Preparing for retirement can seem like a second full-time job. For sure, gaining an understanding of – and properly applying for – Medicare, Railroad Retirement or Social Security is no minor task. Understanding your financial needs in retirement is also of crucial importance.

And, staying in touch with your industry and former co-workers – made possible by the UTU Alumni Association – surely has mental-health advantages.

This guide is merely a guide. Ultimately, each person is personally responsible for applying properly for retirement benefits and managing their post-retirement assets.

Continuing income is major concern for most retirees

After a lifetime of hard work, UTU rail, bus and airline members look forward to a secure retirement.

In an ideal world, it would be that simple. In the real world, careful planning and attention to detail are essential.

Topping the list of retirement concerns are money and health-care insurance; but you also must present certain documentation prior to receiving benefits.

Sources of income

As a rule of thumb, between 70 and 80 percent of pre-retirement income is needed to enjoy a comfortable retirement, says the Social Security Administration.

Neither Railroad Retirement (covering career railroad workers), Social Security nor CalPERS (covering certain California public transit agency workers) was intended to be a retiree's sole source of income, and thus will replace only about 40 percent of pre-retirement income, says the Social Security Administration.

Railroad Retirement, Social Security and CalPERS retirement benefits should be thought of as part of a three-legged financial security stool – the other two legs to include other investments, such as your home equity, certificates of deposit, individual retirement accounts (IRAs), a 401(k) savings plan and whole life insurance. (See the article, "Your UTU-IA helps provide secure retirements.")

Those taking early retirement, or retiring on a disability, may be eligible for certain supplemental benefits until they reach full retirement age. If you are retiring early, you should determine from your employer, Medicare and/or Railroad Retirement, Social Security or CalPERS, what supplemental benefits may be available to you.

\$2,000 death benefit available to most rails

Your family should know that a death benefit of \$2,000 is available to eligible railroad retirees covered by the NRC/UTU Health & Welfare Plan and the Railroad Employees' National Health and Welfare Plan (formerly GA-23000).

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

Monthly benefits

Railroad Retirement and Social Security annuitants and their spouses will receive monthly benefit checks directly from the federal government.

It is wise to arrange, when applying for retirement benefits, to have the checks deposited electronically into your bank account.

Whether it's Railroad Retirement, Social Security or CalPERS, those agencies will respond to your request for estimates of monthly retirement benefits available to you and your spouse. One of your first pre-retirement chores should be to obtain this estimate, because those benefits will be the foundation of your post-retirement income. You may also wish to speak with a certified financial planner, and/or a UTUIA field representative, about post-retirement financial issues.

Time to retire

Filing for retirement benefits – and investigating Medicare health care options – should begin at least three months prior to your planned retirement date.

Filing for benefits generally is accomplished by visiting a Railroad Retirement, Social Security or CalPERS field office, where you will be asked to provide various documents necessary for the processing of retirement benefits payable to you and your spouse. (See the article, "Begin your document search early.") Information on the location of field offices may be obtained by calling the toll-free telephone numbers listed on the opposite page.

During the pre-retirement interview, you may determine that there is an advantage to you or your spouse waiting a little longer to draw retirement benefits. Be sure to enquire about limitations on post-retirement earnings, and how such earnings may reduce Railroad Retirement, Social Security or CalPERS benefits.

Begin your document search early

To apply for Railroad Retirement or Social Security benefits, you must provide certain information, and it is suggested you begin the process at least three months prior to your anticipated retirement date.

You will need the following information to register successfully for benefits:

- **Proof of age:** An original birth certificate or a certified copy (not a photocopy). If a birth certificate is not available, the Railroad Retirement Board or Social Security will advise you how to proceed.

- **Proof of marriage:** An original or a certified copy (not a photocopy) of the marriage certificate.

With some advance planning and attention to detail, the transition from employment to retirement should be smooth sailing. The best time to begin the process is now!

Stay in touch!

Your decades in the rail, bus or airline industry and as a UTU member need not come to an end when you retire. Retired members can stay in touch through membership in the UTU Alumni Association, whose dues are \$9 annually.

UTU Alumni Association membership provides the following benefits:

- A subscription to the *UTU News*;
- An annual UTU wall calendar, which contains scenic transportation photographs;
- Automatic enrollment in the UTU Travelers' Club, which sponsors trips with other UTU retirees;
- Hotel, rental car and cell phone discounts;
- A documents portfolio for filing insurance policies, wills, and other important papers;
- A 42-page assets manager for recording legal, insurance, financial and estate information your family will need;
- A medical manager booklet for recording your complete medical history and other information your care giver may require; and,
- Automatic listing in the Final Call in *UTU News*, which alerts members to the death of friends and former coworkers.

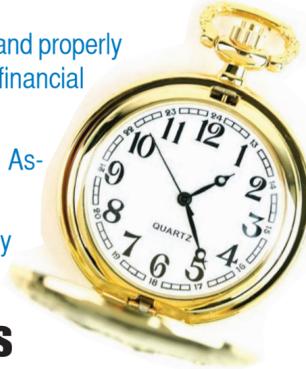
To join the UTU Alumni Association and stay in touch with friends and coworkers and news about the industry and your former employer, send a check for \$9, plus your mailing address, to: UTU Alumni Association, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

- **Proof of military service.** To be eligible for military credits, you will need a copy of your discharge papers (DD-214). Note: When you were discharged, you likely were encouraged to file a copy of your DD-214 with the recorder of deeds in your hometown.

- **A copy of your most recent IRS form W-2** from your employer (filed with your tax return).

Railroad employees contemplating retirement are eligible to receive a "Retirement Made Easy" kit from United Healthcare. To obtain the kit, rail employees should call United Healthcare at (800) 842-5252.

Also, if you have dependent children, you should have available original or certified copies of their birth certificates.



Your UTUIA helps provide secure retirements

How long will you live after you retire, and will you have enough money to live on comfortably?

Good question. That's why – before you retire – you should think about post-retirement economic security, because few things could be worse than money running out during what are supposed to be carefree years.

A balanced retirement portfolio should resemble a three-legged stool.

The first leg is your Tier I Railroad Retirement, Social Security or CalPERS (the California retirement system for public employees), plus Tier II Railroad Retirement and/or an employer pension.

The second leg is the equity in your home, plus your personal savings, such as certificates of deposit and mutual funds.

The third leg of this financial stool are annuities, IRAs, 401(k) plans and whole life insurance.

These three financial legs are the assets to support you through retirement. The fewer legs, or the lower value of any legs, could mean a less

secure financial situation during retirement.

Determining available assets before you retire is essential. You may, for example, choose to wait another year or two before retiring and build up assets in one or more legs of your financial stool.

Younger members are wise to consider these financial legs long before they retire.

The UTU Insurance Association can help build the third leg of your financial stool prior to, and even during, retirement.

UTUIA whole life policies provide a death benefit while accumulating cash value. The death benefit protects your surviving family if you die; and the cash value becomes a source of tax-deferred savings available during your retirement years.

UTUIA annuities and individual retirement accounts (IRAs) earn guaranteed interest that is tax deferred until you draw down the balance. You may invest in UTUIA annuities up to age 85. Existing IRAs and/or employer 401(k) plans may be rolled over into a UTUIA IRA.

To learn how the UTUIA can help make your retirement more secure,



What is Medicare?

Medicare is the primary health insurance for retirees and their spouses. It is available for those over age 65, those under 65 with certain disabilities, and those of any age with permanent kidney failure. It consists of Parts A, B, C and D.

Part A helps cover inpatient care in hospitals and a skilled nursing facility, hospice and home health care.

Part B helps cover doctors' services, hospital outpatient care and home health care, as well as some preventive services to help maintain your health and to keep certain illnesses from getting worse.

Part C is a Medicare advantage plan similar to an HMO or PPO – health plans run by Medicare-approved private insurance companies. Medicare advantage plans generally include Parts A, B and D.

Part D is a prescription drug program provided by a Medicare-approved private insurance company to help cover the cost of prescription drugs.

You should enroll in Medicare Parts A, B and D when you are first eligible. If you delay enrollment, you will be subject to additional costs for the coverage.

Railroad employees should call the Railroad Retirement Board's toll-free information line at (877) 772-5772 for enrollment and other information, or Palmetto GBA at (800) 833-4455.

Non-railroad employees should call Medicare at (800) 633-4227, or visit www.medicare.gov. Medicare can send you a handbook, "Medicare & You," explaining all aspects of Medicare, or the handbook may be ordered or downloaded at the Medicare website.



Don't become a victim of fraud

Financial fraud can empty your life savings. Here are 10 steps suggested by best-selling author Charles Murray.

1) **Every deal is a potential scam:** Recognize that fraud is an act of deceit by one party intended to induce another to part with something of value.

2) **Map out your goals before shopping or investing:** There's a difference between "buying" and "being sold."

3) **Avoid mixing business with pleasure:** According to the National Institute of Justice, the attempt to defraud is more successful if a person knows or knows of the offender.

4) **Don't get greedy:** Remain calm and dispassionate.

5) **Be suspicious of "inside information," "hot tips" and "one-time offers":** Why you instead of Tom-Dick-and-Harry?

6) **Educate yourself:** Beware of getting all your information from the seller.

7) **Double check all facts:** A cheat doesn't want himself or his deal scrutinized.

8) **Don't wilt when the heat is turned up:** It takes a secure person to say "no" to pressure and manipulation.

9) **A promise is only as good as the person behind it.**

10) **Scams copy the same methods used in legitimate business dealings:** Spotting the difference can be difficult. Five tell-tale signs:

- Something is promised that borders between reasonable and "too good to be true";
- Victims typically know or know of the swindler;
- A sense of urgency exists;
- A cheat doesn't want himself or the deal scrutinized;
- High-pressure sales tactics are used.

There are many investment instruments including your own UTUIA annuities that are available in which to place retirement funds that can provide the necessary security and still provide a cash stream in retirement years.

In speaking with a financial adviser, find out

what their experience has been. Check their credentials and demand other client references. And never write a check directly to an individual. Your payment should be to the investment firm or to the investment fund itself. A request for direct payment to an individual is a big red flag!

Remember, your retirement funds represent a lifetime of savings, and there is no "do-over."

Contact information

Below are phone numbers and addresses for websites that can help you secure your plans for retirement.

UTU International
(216) 228-9400
www.utu.org

UTU Insurance Association (UTUIA)
Toll free (800) 558-8842
www.utuia.org

United Healthcare GA-23111/Plan F (Medicare supplement)
Toll free (800) 809-0453
<https://www.myuhc.com>

United Healthcare GA-46000/Plan E (Early Retirement Health Insurance)
Toll free (800) 842-5252
<https://www.myuhc.com>

U.S. Railroad Retirement Board
Toll free (877) 772-5772
www.rrb.gov

Palmetto GBA (Railroad Medicare)
Toll free (800) 833-4455
www.palmettogba.com

Social Security Administration
Toll free (800) 772-1213
www.socialsecurity.gov

Medicare
Toll free (800) 633-4227
www.medicare.gov

CalPERS
Toll free (888) 225-7377
www.calpers.ca.gov

Department of Veterans Affairs
Toll free (800) 827-1000
www.va.gov

UTU
Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Honor Flight flies WW II vets to D.C.

Honor Flight Network is working to give all World War II veterans a free trip to Washington to visit the National World War II Memorial, which honors the 16 million U.S. armed forces who served and the more than 400,000 who died in battle.

This nation is losing World War II veterans at the rate of approximately 1,000 per day, so Honor Flight's mission is crucial.

The organization was founded by retired Air Force captain and former physicians' assistant at the Department of Veterans Affairs, Earl Morse, who was struck by the WWII vets he treated and how few made the journey to see the memorial that honors them.

"They dedicated the WWII memorial in 2004, 60 years after the war had ended. All of the veterans wanted to see it but they were in poor health or didn't have the means to visit it," Morse said. "Reality set in; they were never going to see their memorial."

Morse was determined to change that, because he so admired the quiet grit and heroism of the unassuming men he treated every day. He took his cause to a local air club. "I stood before 150 pilots and told them I was going to start flying WWII



veterans to Washington. I said if you want to help me, the WWII veteran doesn't pay a penny. You'll have to rent an airplane and cover all the travel costs."

"Honor Flight" took to the skies in May of 2005. Six planes flew 12 veterans. The next month, eight planes flew 16 veterans. Today, it operates like a volunteer airline, with 86 hubs in 33 states.

Instead of renting small planes, they charter Boeing jets, thanks to donations that keep the planes in the sky. So far, more than 30,000 veterans have experienced a visit to the memorial, courtesy of Honor Flight.

Honor Flight volunteers coordinate every detail of each trip – from the buses that pick the veterans up to the meals they eat.

Subsequent to the World War II veterans, our efforts will then focus on our Korean War and then Vietnam War veterans, honoring them similarly.

All donations to the federal, nonprofit, 501(c)3 organization are tax deductible. Contributors should consult their tax advisor concerning the financial benefits of making such a donation.

For more information call (937) 521-2400 or log onto www.honorflight.org.

Alumni members savor Alaska cruise experience



Some 85 UTU members, spouses and friends recently cruised to Alaska as part of a UTU Alumni Association-sponsored tour. Discounted travel opportunities are one of the advantages of membership in the Alumni Association. "We had an absolute blast," said Ann Huber, a professional travel adviser who arranged the tour and who accompanied the group. "These folks were wonderful." At the request of UTU retirees, Huber's Landfall Travel is working to arrange other tours of interest. All upcoming tours can be viewed on the UTU website, www.utu.org.

Social Security, RRB benefits frozen for 2011

The Railroad Retirement Board has confirmed for rail workers what the Social Security Administration already has told Social Security recipients: There will be no increase in benefits in 2011.

The reason is there was no increase in the Consumer Price Index from the third quarter of 2009 to the corresponding period of the current year.

Additionally, and because the CPI did not rise, Railroad Retirement and Social Security beneficiaries will not see an increase in 2011 in the earnings limitation that triggers benefits cuts if they continue working while receiving benefits.

For those under full retirement age throughout 2011, the exempt earnings amount remains at \$14,160. For beneficiaries attaining full retirement age in 2011, the exempt earnings amount, for the months before the month full retirement age is attained, remains at \$37,680 in 2011.

For employee and spouse annuitants, full

retirement age ranges from age 65 for those born before 1938 to age 67 for those born in 1960 or later. For survivor annuitants, full retirement age ranges from age 65 for those born before 1940 to age 67 for those born in 1962 or later.

Special work restrictions continue to be applicable to disability annuitants. In 2011, the monthly disability earnings limit will also stay at the previous year's amount of \$780.

Regardless of age and/or earnings, no Railroad Retirement annuity is payable for any month in which an annuitant (retired employee, spouse or survivor) works for a railroad employer or railroad union.

The Department of Health and Human Services has not yet announced if there will be Medicare premium changes for 2011. Information about Medicare changes for 2011, when available, may be found at www.medicare.gov.

Three reach 100-year mark

The Railroad Retirement Board has sent congratulatory letters to three annuitants who recently celebrated their 100th birthdays. The letters were sent to **Albert J. Holcomb**, who was last employed as a fireman by Penn Central; **Paul H. Steenrod**, who was last employed as a yardmaster by Chicago, Rock Island & Pacific; and **Clarence E. Harper**, a former Union Pacific conductor.

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	Gore, Kevin B.	Buffalo, N.Y.	495	Harms, Harry L.	Hoisington, Kan.	1221	Fingar Jr., Raymond W.	Plant City, Fla.
5	Seise, John W.	Lee's Summit, Mo.	535	Reid Jr., John W.	Macon, Ga.	1280	Schumm, Loyd E.	Camden, S.C.
6	Smarelli, Raymond J.	Indianapolis, Ind.	594	Vanderwater, Edwin L.	Kilgore, Texas	1293	Dorn, Robert H.	Eau Claire, Wis.
14	Hyden, William R.	Florence, Ky.	610	Rutter, Raymond K.	Halethorpe, Md.	1337	Schexnayder Sr., Arthur C.	Gretna, La.
72	Johnson, Richard W.	Battle Creek, Mich.	645	Padberg, Joseph M.	Elizabethtown, Pa.	1370	Eckstein, Albert R.	Vancouver, Wash.
211	Nesler, Emmett T.	Bear Creek Township, Pa.	645	Yander, Walter J.	Bayport, N.Y.	1374	Huff, John W.	Ocala, Fla.
221	Ellis, Doyle E.	North Little Rock, Ark.	662	Edens, Donald C.	Boonsboro, Md.	1381	Clark, Lester T.	Manheim, Pa.
226	Akin, Robert L.	Moberly, Mo.	674	Spencer, Edward D.	Greenville, S.C.	1402	Drury, Niles R.	East St. Louis, Ill.
243	Scoggins, Lloyd A.	Frisco, Texas	694	Summers, Von E.	Brookings, Ore.	1409	Paige, William G.	Dearborn, Mo.
256	Dunn Sr., Lyman S.	Granby, Vt.	756	Gambrell, Robert H.	Corpus Christi, Texas	1534	Henry Jr., Walter	Chicago, Ill.
265	Thornton, Frank V.	Shelley, Idaho	773	Evelt Jr., Harry K.	LaMarque, Texas	1548	Downing, Clyde H.	Danville, Ind.
312	Mannie, Earl D.	San Diego, Calif.	807	Bradford, Thomas J.	Roseville, Calif.	1563	Dunn Jr., John A.	Los Angeles, Calif.
339	Seward, J.W.	Jackson, Tenn.	823	Trawick, Floyd L.	Merkel, Texas	1614	Cabana, Theodore C.	St. Paul, Minn.
363	Dodson, Melvin P.	Roanoke, Va.	838	Lamarra, Ralph W.	Havertown, Pa.	1628	Koczko, John	Clairton, Pa.
376	Dennis, Oedis E.	Lebanon Junction, Ky.	886	Noel, Donald T.	Marinette, Wis.	1628	Kruszka, Bruno J.	West Mifflin, Pa.
376	Edwards, Rutherford B.	Lexington, Ky.	953	Dronen, Lloyd A.	Victoria, Texas	1722	Fry, Richard E.	Dallastown, Pa.
386	Dinko, George	Minersville, Pa.	977	Warren, Fred A.	Greenleaf, Idaho	1790	Vaughn, John B.	McRae, Ga.
439	Locke, Arthur L.	Jacksonville, Texas	1011	Williams Jr., Colon R.	Rockingham, N.C.	1831	Stelzner, Frederick J.	Hawley, Pa.
446	Hayden, James E.	Cheyenne, Wyo.	1031	Mills, John D.	Savannah, Ga.	1836	Earles, Edward C.	Geneva, Fla.
462	Smith, Paul R.	Bono, Ark.	1168	Christian, Orphane E.	Clovis, N.M.	1892	Cravens, James L.	Houston, Texas
464	Sukenis, Dalvin G.	Lexington, Okla.	1188	Bonebrake, Donovan R.	Enid, Okla.	1949	Thomas, Richard D.	Cumberland, Md.
493	Beadle, Thomas J.	Dubuque, Iowa	1216	Kratz, Donald C.	Falls City, Neb.	1962	Buczek, Francis C.	Orchard Park, N.Y.

Protect your family

Whole Life Insurance

- Guaranteed premiums
- Guaranteed death benefit
- Cash value accumulation
- Spouse and children's rider with guaranteed conversion privilege
- Single premium, 10- or 20-year pay, life paid-up at age 65, or lifetime payment plans

Term Life Insurance

- Affordable low premiums
- Can enhance whole life insurance
- Cover certain indebtedness, such as home mortgage, credit card debt or college tuition
- 10-, 20- or 30-year term, or term to age 65 or 75
- Guaranteed conversion privilege

Term to Age 23

- Life insurance for your children
- Only \$0.40 monthly per \$1,000 death benefit for the full term period
- Automatic conversion privilege

Protect your income

Disability Income Replacement

- On or off-the-job illness or injury
- Up to \$2,000 monthly, tax-free income
- 6-, 12- or 18-month benefit available
- Can never be canceled as long as premiums are paid

Cancer Hospital Indemnity*

- \$300-per-day hospital confinement benefit
- \$600 extended stay benefit after 90 days
- \$2,000 first diagnosis
- \$15,000 bone marrow transplant
- Home recovery and convalescent benefit
- Family rider available

Accidental Death and Dismemberment*

- (Guaranteed issue for active transportation employees)*
- \$20,000, \$40,000 or \$60,000 death benefit
 - \$600 daily ICU benefit
 - Surface and air ambulance benefit
 - Daily family lodging and meals
 - Family rider available

*Some benefits may vary based on state of residence

Protect your future

Annuities and IRAs

- Flexible premium annuity
- Traditional and ROTH IRAs available
- \$25 minimum contribution

The United Transportation Union Insurance Association is proud of its long tradition of serving the members and families of the United Transportation Union. This year, we celebrate 41 years of providing great insurance protection and service to the thousands of men, women and children who have placed their trust in us. We are as committed as ever to continue to offer you solid protection at reasonable rates. The UTUIA pledges to continue to conduct our business affairs for the benefit and security of our members and their families. The UTUIA recognizes its obligations to its members and shall continue to strive to live up to the ideals of the fraternal benefit system.



UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION

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

Call toll-free (800) 558-8842 or log onto www.utuia.org

Treasurers' workshop set for Feb. 15, 16

The UTU International will conduct a workshop for treasurers Feb. 15-16, 2011, at the Planet Hollywood Resort in Las Vegas.

The two-day workshop includes all training and materials at no cost to local treasurers.

However, each local is responsible for all other costs associated with attendance.

Lost time or salary, travel, hotel and meal expenses connected with your attendance may be

Education and Training

reimbursed, if pre-approved at a local meeting, as an allowable expense of the local.

The workshop will provide local treasurers with hands-on training on their responsibilities and reporting duties, including direct receipts and Winstabs.

To register, call the UTU at (216) 228-9400, or e-mail Nancy Miller at n_miller@utu.org.

Space is limited to 35 treasurers and registrations will be accepted on a first-come, first-served basis.

The UTU has negotiated a room rate of \$99 nightly, plus tax (single/double occupancy), which is good for three days before and three days after the meeting dates, based on availability.

Hotel room reservations should be made directly with the Planet Hollywood Resort by calling (877) 244-9474 and using reservation code SMSTT1.

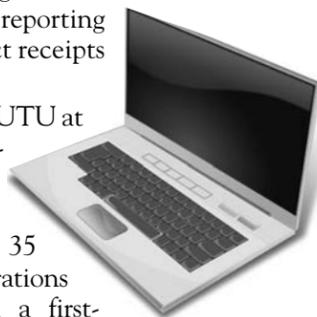
Check-in time is 4 p.m.; check out is 11 a.m. The workshop will begin both days at 9 a.m.

The deadline for hotel reservations is Jan. 14.

Those attending should make hotel reservations immediately after registering for the workshop.

Training sessions will be conducted by UTU International Auditors **Stephen Noyes, Bobby Brantley, Mike Araujo and Franz Von Kruger.**

Participants should bring a notebook computer and a USB flash drive.



Rail sickness benefits now available online

Rail workers may now file biweekly claims for railroad sickness benefits directly online with the Railroad Retirement Board. The agency said rail workers may now access this online service at www.rrb.gov by clicking on "Benefit Online Services."

The RRB implemented a similar system for unemployment benefits in 2004.

First-time users must request a password request code (PRC), which they will receive by regular mail within 10 days. Those who have already established online accounts do not need to do so again.

Railroad employees who miss work due to illness or injury will still have to file a paper form that serves as their initial application for sickness benefits.

Once the application is received, they will continue to receive paper-based claim forms, generally for specific two-week periods, by regular mail. However, they now have the option of filing the claims online in order to expedite processing and payment.

Provide SS numbers now!

Although UTU members participating in the Railroad Employees' National Health and Welfare Plan and the National Railway Carriers'/UTU Health and Welfare Plan have received notices that they must provide Social Security and Medicare Health Insurance Claim numbers for dependents, many have failed to do so.

If the required information is not provided as directed, the dependents will be dropped from health care coverage on Jan. 31, 2011. If you have received such a notice, please comply immediately.

If you have questions, or need another copy of the notice and forms, call Railroad Enrollment Services at (800) 753-2692.

Send us your photos

The UTU International is seeking photographs of the children and grandchildren of UTU members wearing UTU-logoed hats and shirts or sporting other UTU gear.

The union is also seeking good rail, bus and airline photos for its annual calendar.

High-resolution digital photographs should be e-mailed to ["utunews@utu.org"](mailto:utunews@utu.org).

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



Please include the UTU member's name and UTU local number, the name(s) of the person or persons in the photo (left to right) and any other pertinent information.

All photographs submitted become property of the UTU.

Amtrak CEO: 'More humility, listening skills'

HOPE, Ark. – Amtrak President Joseph Boardman told an audience that poor service and arrogance were to blame for Amtrak's loss of the contract to operate the Virginia Railway Express, reports the *Hope Star* newspaper.

The commuter service contract was lost to a French company, Keolis, which now operates the commuter trains between Northern Virginia and Washington.

Amtrak lost the VRE contract "long before the bid," said Boardman, as quoted by the newspaper. "We lost this contract because we didn't



take care of our customer ... We were arrogant."

The *Hope Star* quoted Boardman as saying Amtrak must demonstrate more "humility ... be inclusive to those who want and have an idea ... We need to share the decision making."

As reported by the *Hope Star*, Boardman said that as the federal railroad administrator, before becoming Amtrak's CEO, he saw similar flaws in freight railroad management: "They are good people, but way too autocratic; they depend too much on rules and not bringing 'people' people in, in an inclusionary way."

Amtrak orders new crash-worthy locomotives

Siemens, an international engineering firm with its U.S. headquarters in Washington and plants throughout the U.S., has won a \$466-million contract from Amtrak to build 70 Sprinter ACS-64 electric locomotives for Amtrak's Northeast Corridor and Keystone Corridor.

Important to train crews, the new locomotives will incorporate the latest crash-energy management components, such as "push-back" couplers, to keep the locomotives upright, in-line and on the tracks in the event of a collision, said Amtrak in a press release.

The new Siemens locomotives are to go into service beginning in February 2013.

The new locomotives also will have regenerative electrical systems that return power to the grid. They will replace AEM-7 locomotives that are up to 30 years old and have traveled an average of 3.5 million miles each, Amtrak said in a press release.

Amtrak said the new locomotives will be capable of speeds up to 125 mph on the Northeast Corridor between Washington and Boston, and 110 mph on the Keystone Corridor west from Philadelphia to Harrisburg, Pa.

The new locomotives and their components will be built and assembled in Siemens plants in Sacramento, Calif.; Norwood, Ohio; and Alpharetta, Ga.

Amtrak COO departs

Amtrak reported Oct. 21 that Chief Operating Officer Bill Crosbie is leaving Amtrak immediately, and the position of chief operating officer is being abolished.

Amtrak President Joseph Boardman, in an employee advisory, said the vice presidents of the operating departments will begin reporting directly to him.

"Bill has made important contributions to Amtrak in the seven years he's been here, and his oversight of the many facets of the operation has supported Amtrak through a period of strong ridership and demand for our services," Boardman said in the employee advisory.

FRA cell-phone ban

Continued from page 1

personal emergencies. The FRA said such an exception "would present significant obstacles," as an operating employee "found with a cell phone turned on while on a moving train could easily say the phone was on because of a sick family member, whether true or not."

The UTU urged adoption of a personal emergency exception. But as the rule is now written, an employee will be prohibited from contacting health care providers or sick family members in emergency situations no matter how serious the situation is and even if their railroad employer would have permitted them to do so.

GPS devices

In the final rule, the use of personal global positioning service (GPS) devices is not permitted. "Locomotive engineers," said the FRA, "are required to be familiar with the physical characteristics of the routes over which they operate. Thus, engineers should already be aware of where sidings, road crossings and other physical characteristics are located."

Calculators

The FRA's final rule does permit calculators to be used to determine formulas such as train stopping calculations or tons per operative brake.

Cameras

The final rule allows for stand-alone cameras (not part of a cell phone or other electronic device) to document a safety hazard or violation of a rail safety law, regulation order or standard. However, the final rule will permit the use of railroad-supplied multifunctional devices that include a camera for "authorized business purposes as specified by the railroad in writing" and only after being approved by the FRA.

The UTU argued it "is unnecessary to require employees to carry several separate electronic devices on a daily basis to effectively and safely perform their duties." The UTU recommended – but the FRA rejected – that a cell-phone camera be allowed to document a hazard or violation of a regulation and then be turned off immediately.

Members should note correct RRB phone no.

Take note of the correct toll-free telephone number for the Railroad Retirement Board's Information Line: (877) 772-5772.

This number replaces a previous toll-free number to reach the Railroad Retirement Board. The old number no longer reaches the Railroad Retirement Board's information line. That number was reassigned by the phone company.

In fact, some callers report they have called that number and reached a recording seeking payment from them.

Older copies of RRB publications still carry the old and no longer valid toll-free phone number for the Railroad Retirement Board, and some UTU members may be in possession of those publications. The only valid toll-free telephone number for the Railroad Retirement Board's Information Line – toll free from all areas of the United States – is: (877) 772-5772.

Legal department introduces new associate



Diehl

Erika Diehl, the daughter of a career locomotive engineer and an elementary school teacher – both union members – has joined the UTU Law Department as assistant general counsel.

She will assist the UTU, its chairpersons and members with legal issues affecting organizational rights.

"It was my parents' experiences and influence that prompted my interest in union-side labor law," said Diehl. "With the difficult times facing our nation today, there is no better time than the present for labor's second coming. UTU is moving in a positive direction, and I look forward to playing a role in that endeavor."

Diehl graduated with high honors from Miami University of Ohio with an undergraduate degree in business, where she double-majored in marketing and organizational leadership, and minored in Spanish. She earned a law degree, with high honors, from Cleveland-Marshall College of Law.

"I am grateful for this opportunity and eager to serve the UTU and its members," she said.

FRA told: 'Mexican trains must be inspected'

Union Pacific is at it again – and the UTU and the Brotherhood of Locomotive Engineers and Trainmen intend to stop it, again.

The "it" is a UP request to the Federal Railroad Administration that UP be allowed to bring trains from Mexico into the United States without proper mechanical safety inspections at the border crossing.

In a petition to the FRA, the UTU and the BLET asked the agency to deny UP's latest waiver request that trains from Mexico be allowed to enter the U.S. through El Paso, Texas, without first undergoing required mechanical safety inspections.

"Safety is the paramount reason that the [UP request] should be denied," the UTU and the BLET told the FRA. "It is common" for cars from Mexico to enter the U.S. "with handbrakes applied, retaining valves set, angle cocks closed and bad order cars located within the train."

"The bad order cars from Mexico are sent into the U.S. so that UP can repair them. Not to be overlooked is the fact that these trains also frequently are transporting hazardous materials cars," the UTU and the BLET told the FRA.



"There exists an adequate repair facility at UP's River Yard located near the International Bridge which can accommodate these trains," the FRA was told.

Furthermore, the UTU and the BLET told the FRA, "The granting of this kind of petition is not what Congress intended by its enactment of the Rail Safety Improvement Act of 2008.

"Congress made it clear that defective cars from Mexico should not enter the U.S. There is every indication that these trains did not receive proper mechanical and brake inspections in Mexico, and there has been no certification by the FRA that the Mexican trains have complied with the applicable U.S. standards.

"Historically, the FRA has denied requests for waiver of air brake and mechanical safety inspections on trains entering the U.S. if the request involves movement of the trains past a point where the inspections can be performed," the UTU and the BLET told the FRA.

"We believe the FRA should stand fast with this policy and, consistent with earlier decisions of this type, deny the [UP waiver] request."

AFL-CIO launches outreach program to educate, inform young workers

A new survey by the AFL-CIO shows young workers worse off this year than they were last year.

In response, the federation is ratcheting up its outreach program to connect with the next generation of workers.

The survey shows young workers are more likely to be working part time, if at all, and have fewer resources to fall back on than they did just last year.

Only 52 percent of young workers surveyed said that they have enough savings to cover their living expenses for two months or more, compared with 60 percent in 2009.

Sixty percent report being concerned about their futures, compared with 41 percent last year. Many also are concerned they will fare worse than previous generations when they reach retirement age.

"In these tough economic times, young workers need more than ever to know the value of col-

lective action and be connected with unions," said AFL-CIO Secretary-Treasurer Liz Shuler.

The AFL-CIO will establish a National Young Worker Advisory Council to advise the federation's executive council on the short-term and long-term goals of the young workers' outreach program.

UTU International President Mike Futhey is a member of the executive council.

Another step being taken by the federation is developing a mentoring model for bringing experienced union leaders and young workers together to learn from each other.

The AFL-CIO also will be working with the American Federation of Teachers to develop new ways to include curricula about unions in classrooms around the country and to build a stronger presence on college campuses.



NATIONAL YOUNG WORKER ADVISORY COUNCIL

New members on Human Rights Committee



Left to right are Frank Hickman, Billy Moyer, Samantha Royster-Cunningham, retired UTU Human Rights Committee Coordinator Miles "Ray" Cunningham, Glen Johnson and David Stinsman.

UTU International President Mike Futhey has appointed three new members to the union's Human Rights Committee: **Samantha Royster-Cunningham**, **Glen Johnson** and **David Stinsman**.

The UTU Human Rights Committee was established in 2000 to educate UTU members and employers and to promote awareness of the advantages of diversity in our union and in society.

Committee members are **Billy D. Moyer** (Local 1971, Atlanta; co-director); **Frank**

Hickman (Local 1175, Duluth, Minn.; co-director); **Barbara Bankston-Gavin** (UTU International employee); **David Stinsman** (Local 1594, Upper Darby, Pa.); **Glen Johnson** (Local 937, Mart, Texas); **Jessie Turner Jr.** (Local 1290, Chicago); **Robert Gonzalez** (Local 1563, El Monte, Calif.) and **Samantha Royster-Cunningham** (Local 1933, Washington).

"The UTU is committed to diversity," Futhey said. "At all levels of our organization, we work to ensure equality in the workplace."



Rails putting T&E workers back to work

A ray of sunshine is emerging as thousands of train and engine (T&E) workers are being recalled to work.

Union Pacific restored the jobs of some 1,100 furloughed workers during the third quarter 2010, and said all its furloughed workers would be back on the job in coming months.

UP said also it expects to hire additional workers in 2011.

At Norfolk Southern, according to the *Journal of Commerce*, all furloughed T&E workers have returned to their jobs, and NS will be hiring an additional 1,550 T&E workers this year – and an additional 1,800 in 2011.

Although train and engine jobs on the nation's Class I railroads had been cut by some 20 percent between June 2007 and June 2009, there has been a steady increase in T&E jobs in 2010, especially over the past few months, according to U.S. Surface Transportation Board data.

In June 2007, Class I railroads employed 69,298 workers in T&E jobs. By June 2009, the number of T&E workers had declined to 55,434 – a decline of some 20 percent from the June 2007 level.

Beginning this past June, however, the number of T&E jobs began rising significantly, climbing back to 61,444 in September, or only about 11 percent below the June 2007 level of T&E employment.

The STB has not yet reported October 2010 T&E employment, which is expected to show another rise.

With rail traffic strong and expected to remain so, there is confidence that the number of T&E jobs will continue rising on all railroads during the fourth quarter.

Another ray of sunshine is found in an observation by the British-based *Economist* magazine:

"America has far more going for it than its current mood suggests. It is still the most innovative economy on earth, the place where the world's greatest universities meet the world's deepest pockets. Its demography is favorable, with a high birth rate and limitless space into which to expand."

Local 937 in Mart, Texas, holds quarterly seminars

President **Jake Kelly** and Vice Local Chairperson **Jeremy Brooks** have been holding quarterly informational seminars on member rights and application of contracts at Hearne, Texas, which is the away-from-home terminal for many of their Union Pacific-employed members.

"This is a great opportunity for the members as it does not take time away from other pressing issues at home," said Kelly. Presentations are made by General Chairperson **Troy Johnson** (GO 927), State Legislative Director **Connie English**, UTUIA Field Rep. **Joe Solito** and UTU designated legal counsel.

More than 60 members attended the October four-hour seminar. "This is something other UTU locals should consider doing," said S&T **Dan Gibbon**.

Pictured at left, from left, are Local 937 President **Jake Kelly**, S&T **Dan Gibbon**, Local Chairperson and Legislative Rep. **Glen Johnson**, S&T-elect **Lionel Cantu**, Local Chairperson **Clay Summers** and Vice Local Chairperson **Jeremy Brooks**.

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Amtrak's vision for NE corridor: Bold, fast

Faster than a bird and a plane is the vision of Amtrak President Joseph Boardman for future Amtrak high-speed service throughout the Northeast megalopolis, north from Washington to Boston – a transportation corridor home to almost 50 million residents that represents more than 17 percent of the population on just two percent of the nation's land area.



Boardman

Boardman's \$117-billion vision, to be implemented over the next 30 years, is for Amtrak to operate trains up to 220 mph over a high-speed passenger-rail right-of-way linking Washington, Baltimore, Philadelphia, New York and Boston.

Using a combination of public and private investment, Boardman would like construction to begin in 2015 and be fully operational by 2040.

Faster than a bird or a plane? Birds don't carry people. And air travel, with its attendant check-in, boarding and runway delays, cannot match the center-city to center-city speed of high-speed rail.

Boardman envisions Amtrak whisking rail passengers between Philadelphia and New York in 38 minutes; New York and Boston in 84 minutes; and New York and Washington in 96 minutes. Average speed between New York and Boston would be 148 mph, and 137 mph between New York and Washington.

"This is the same bold vision that linked our East and West coasts by rail during the mid-19th century, and gave America the Interstate Highway system during the mid-20th century," said UTU International President Mike Futhey.

"The implementation of high-speed rail corridors throughout America already has the full support of President Obama, Vice President Biden and all in rail labor. It is a project our growing nation, beset with transportation congestion, cannot afford to delay," Futhey said.

The project would entail some 420-miles of mostly dedicated high-speed rail right-of-way – more than 40 percent being new right-of-way.

The new high-speed rail service, said Boardman, would require a \$4.7-billion annual investment over 25 years and generate an annual operating surplus of \$900 million for Amtrak. The project would create some 44,000 construction jobs annually through 2040.



This month's winning photo:

The UTU International is seeking photographs of the children and grandchildren of UTU members wearing UTU-logoed hats and shirts or sporting other UTU gear.

The union is also seeking good rail, bus and airline photos for its annual calendar.

High-resolution digital photographs should be in the JPEG format and e-mailed to "utunews@utu.org".

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

With each photograph, please include your name and UTU local number, the names of the persons in the photo (left to right), where the photo was taken, and all other pertinent information.

All photographs submitted become property of the UTU.

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



This photo was taken by **Jason Berg**, an Amtrak conductor and member of Local 117, Vancouver, Wash. "I was deadheading on the Empire Builder when we got delayed by a freight train for 45 minutes, so I got out and snapped some shots. This was taken in a siding called Kremlin, Mont., about ten miles west of Havre, Mont."



Inside this issue of the UTU News:



There is nothing fishy about UTUer Burns' motivation. See page 2.



Retired Vice President Steve Thompson dies. See page 3.



Contemplating retirement? UTU has good advice. See pages 6/7.



Erika Diehl joins UTU Legal Dept. See page 10.