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UTU News

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The Official Publication of the United Transportation Union

News and Notes

UTU mourns three members

Three UTU members, **William N. Worsham**, **Jeannie Houchens** and **Hubert Marshall Aull**, were killed recently in separate accidents. CSX switchman Worsham, 52, of UTU Local 1377 in Russell, Ky. was killed Oct. 27 when he was crushed between the locomotive on which he was riding and a stationary freight car during a switching move. Gray Line tour-bus driver Houchens, a member of UTU Local 161 in Seattle, was killed early on the morning of Dec. 19 when she lost control of her bus and crashed into a barrier in downtown Seattle. UTU Local 171 member and BNSF conductor Aull, 62, of Oswego, Ill., was killed Dec. 27 in a switching accident at Yorkville, Ill.

UTU dues increased

Under the provisions of Article 12, lines 40-47, UTU International dues were increased \$2.00 per member, per month, effective Jan. 1, 2008.

Former UTU International President Paul Thompson and former Assistant President Rick Marceau, with unanimous consent of the UTU Board of Trustees, which included Thompson, General Secretary and Treasurer Kim Thompson and Canadian Vice President John Armstrong, agreed the increase was unavoidable.

"In keeping with the fiduciary obligation to ensure the continued viability of our union, it is necessary for the protection of the members and the UTU that action be taken to increase the International dues assessment," Paul Thompson said.

UTU, NCCC to bargain

The UTU and the National Carriers' Conference Committee (NCCC) scheduled a bargaining session Jan. 22 in Jacksonville, Fla., in a renewed effort to hammer out a new voluntary agreement on wages, rules and working conditions on most of the major freight railroads. The NCCC represents major freight railroads BNSF, CSX, Kansas City Southern, Norfolk Southern and Union Pacific.

This is the first collective bargaining session for UTU International President Mike Futhey as UTU chief negotiator. "The UTU negotiating committee looks forward to meeting with the carriers in January," Futhey said. "With all that has transpired since the previous session in January 2006, it will be interesting to hear the carriers' slant. I am optimistic that progressive dialogue will be exchanged and that all will recognize and address the problems."

COLA due Jan. 1

UTU members covered by the national railroad agreement received a cost-of-living adjustment (COLA) Jan. 1, 2008, that was rolled into the basic daily rates of pay. The adjustment is \$0.16 per hour, or \$1.28 per day. In addition, the employee health and welfare contribution increased to \$170.44 per month, also effective Jan. 1.

New D/IPP assessments

Page 3 of this issue contains an important notice of changes to the UTU's Discipline/Income Protection Program (D/IPP). It should be read and retained.

Court halts merger to create SMART

Futhey questions demands by seven board members that merger proceed

A federal district court in Akron, Ohio, on Dec. 27 temporarily halted the UTU/SMWIA merger to create SMART that was to have been implemented Jan. 1.

On Jan. 4 the court extended, until Feb. 8, the temporary restraining order, halting implementation of the merger.

The court agreed with complainants that the UTU membership, which ratified the merger in early August, had not been provided sufficient information in advance of the vote.

Seven of the 11 members of the UTU Board of Directors, however, on Jan. 3 petitioned UTU International President Mike Futhey, demanding that the merger be allowed to proceed.

The members of the Board of Directors who signed this demand are John Babler, Vic Baffoni, Roy Boling, James Brunkenhoefer, J.R. Cumby, John Fitzgerald and Tony Iannone.

"In spite of a federal court ruling that UTU

members were provided insufficient – and even misleading – information regarding the proposed merger with the Sheet Metal Workers' union, seven current members of the UTU Board of

Directors are demanding that I nonetheless support the merger and instruct the UTU Law Department to seek to overturn the court's ruling," Futhey said.

"In fact, the court's ruling was supported by declarations from a majority of the previous board of directors who had voted to put the merger to a membership

vote.

"Now, seven current board members support the shotgun wedding of the UTU with the SMWIA that was boxed in secrecy and wrapped in a deception that would disenfranchise the craft and general-committee autonomy so cherished by our members," Futhey said.

"I was elected to protect our union's cherished

Continued on page 10



New contracts on shortlines

UTU-represented employees of two shortline railroads, the Alabama & Gulf Coast Railroad (AGC) and the Nebraska, Kansas & Colorado Railway (NKC), now are enjoying the protections that only union membership can provide.

Both contracts were negotiated by General Chairperson **Doyle Turner**, who is heading up the UTU's shortline-railroad initiative.

The contracts cover both train- and engine-service employees on both carriers.

The pacts include improvements in rates of pay; no changes or increases in group health-care premiums on the AGC and a reduction in health-care premiums on the NKC; crew-consist protections on both carriers; retroactive payments from the RailAmerica profit-sharing plan on the AGC and the payment of lump sum benefits for prior work on the NKC.

The contracts also provide more predictable job assignments on both carriers for a better quality of life; the payment of bereavement pay; the establishment of personal-leave days; increased meal allowances; guaranteed work weeks; improvements in overtime pay; pay for attending rules classes at both carriers; a 401(k) plan on

WC yardmasters ratify new deal

Yardmasters employed on the Wisconsin Central, a division of the CN, have overwhelmingly ratified a new contract with the company.

The contract is the first negotiated between the UTU-represented yardmasters on the Wisconsin Central and the carrier.

It was hammered out after four years of negotiations with the assistance of Senior Mediator Patricia Sims of the National Mediation Board.

All affected yardmasters will become members of Local 1963.

The ratified deal calls for a single pay grade in place of 13 different grades; an eight-hour work day with overtime after eight hours, and a reduction in working hours.

Other benefits include the establishment of a seniority system; the hiring of additional yardmasters in the coming months and improvements in vacation scheduling.

The contract with the Wisconsin Central/CN also includes a boost in training pay; more predictable days off and vacation scheduling; the establishment of a grievance-handling process; the establishment of a guaranteed extra board; enrollment in the national health and welfare

Continued on page 10

Continued on page 10

Around the UTU

Local 239, Oakland, Calif.

This Union Pacific local has established a Web site with links to hot topics, government agencies, agreements, local officers and more. The site can be found at www.utulocal239.org, according to Vice Local Chairperson **Jason E. Watts**.

Local 300, Philadelphia, Pa.

Retired member **Michael Dinich**, who worked for Penn Central railroad and later Conrail, passed away in October, according to fellow retiree **George Koval**. Dinich leaves behind a wife, Martha, and three sons.

Local 306, Eagle Grove, Iowa

This Union Pacific local received a certificate from the University of Iowa Labor Center, which recognized the local for its participation in labor center programs during the center's 2007 fiscal year (July 2006 – June 2007), Iowa State Legislative Director **Pat Hendricks** reports. A letter to Hendricks stated that, "All of us at the Labor Center...very much appreciate your local union's recognition of the importance of labor education to the achievement of labor's goals."

Local 331, Temple, Texas

The members of this BNSF local recently held a surprise retirement party for former Local Chairperson **Dennis Drake**, who retired after 37 years of service. More than 50 union members, family and friends attended, reports Local Chairperson **Curtis Wickliffe**. Drake served seven years as local chairperson and also served as local chairperson for yard workers and as legislative rep. "An old head is gone," Wickliffe said. "He served the union most of his working years as a union member – we used him up." Drake was presented with a UTU pocket watch and desk clock in honor of his service.

Local 394, Albany, N.Y.

Members of this local congratulate Vice Local Chairperson **Joe Bodner**, who has been appointed a Hemstreet Park Republican Committee representative. "Joe has always been active in community affairs," said Local Chairperson **S.T. Cowles Jr.** "While this is a Republican Party position, Bodner continues to support all UTU-endorsed candidates, regardless of party affiliation. He is a staunch supporter of Hillary Clinton."

Local 465, Gillette, Wyo.

The members of this BNSF Railway local held their annual Christmas party, along with a special informational meeting, on Dec. 15. Guests included General Chairperson **Randy Knutson** and **Ron Kaminski**, a representative from the Railroad Retirement Board. "To those who were unable to attend, the officers and members would like to wish all UTU brothers and sisters the very best in the new year," said President **Billy Montgomery**.

Local 597, Des Plaines, Ill.

Vice President **Harry Lewis Jr.** reports that the local is mourning the loss of retired Chicago & North Western engineer **Albert P. Ashworth**, who passed away in November. "He was a good locomotive engineer and an inspiration as an ideal local chairperson and union leader," Lewis said. "He will be missed."

Local 771, Needles, Calif.

The Needles High School Mustangs team that won its first-ever Nevada Interscholastic AA State Football Championship (NIAA) last year featured a number of relatives of members of this BNSF local. On the team were quarterback **Michael Evans** (brother of engineer **Wade Evans**), **Blake Baldwin** (nephew of **Wade Evans**), **Geoff Hittle** (son of conductor **Keith Hittle**), **Andrew Matthews** (son of Secretary & Treasurer **Mike Matthews**), **Dillon McAndrews** (grandson of retired Local Chairperson **J.P. McAndrews**), **Andrew Hooper** (grandson of retired conductor



New Jersey Transit General Chairperson Pat Reilly and Vice General Chairperson Barbara Fountain visit with one of the special guests on the 25th annual Santa Claus Express.

25 years of Santa trains

The old adage says "It's better to give than receive." That's probably why the Railmen for Children get that special holiday feeling when they work on New Jersey Transit's annual Santa Claus Express.

For 25 years, members of UTU Local 60 at Newark, N.J., have been volunteering their time playing Santa and his helpers for special-needs children on a special New Jersey Transit train bound for the North Pole.

In 2007, UTU International President **Paul Thompson** commissioned a special plaque to honor the UTU members, past and present, and others who have worked the Santa Claus Express for 25 years.

Each October, the children are requested to write a letter to Santa, asking for one special present. On departure day, the children are greeted at Hoboken Station by Santa and his helpers and then whisked off to the North Pole (otherwise known as Harriman, N.Y.), making special stops along the way. During the ride, Santa and his helpers treat the children to refreshments, a box lunch, and that one special present. All three come from the personal contributions of volunteers.

About 340 boys and girls, and parents and teachers, made the journey on Dec. 7.

UTU International Vice President **Tony Ianone** delivered the plaque from Thompson to New Jersey Transit General Chairperson **Pat Reilly** and Vice General Chairperson **Barbara Fountain**, who in turn presented it to Railmen for Children representatives. Accepting the plaque for the Railmen for Children Committee were President **Jim Tufano**, Secretary/Treasurer **Terry Aretz**, Vice President **Pete Panko** and Assistants to the President **David Fryer** and **Ralph Suter**.

The plaque reads: "The United Transportation Union salutes the men and women who volunteered their time and service for the Railmen for Children, celebrating their 25th anniversary on this date, December 7, 2007. I, Paul C. Thompson, declare this date Railmen for Children's Day. For the dedicated service of all the volunteers, past, present and over the past 25 years providing joy and hope to over 15,000 disabled children."

This year's group of volunteers included retired New Jersey Transit employees **Joe Phalon** (Santa), **Neil Curran**, **Jack Reilly**, **Bill Morgan**, **Frank Macedonio** and **Ed Haran**. They were joined by **Mike Phalon**, Joe's son. Both Joe Phalon and Neil Curran were members of the original Railmen for Children.

R.R. Pletcher) and **Doniven Anderson** (son of retired conductor **D.R. Anderson**).

Local 982, Rochester, N.Y.

This local will now be holding its monthly meetings at American Legion Post #359, 135 W. Manlius St., in East Syracuse, N.Y. The meetings will be held on the fourth Saturday of the month at 1 p.m. in the second-floor meeting room. The local intends to make arrangements for informative and interesting guests to attend the monthly

meetings that relate to employment and rights. Please support these efforts by attending.

Local 1190, Ludlow, Ky.

Members of this Norfolk Southern local celebrated the retirement of two members in October. **Lou Wartman**, with 37 years of membership, served as local president for 30 years, local chairperson for switchmen for 22 years, first vice general chairperson for 12 years and as a delegate to four conventions. Wartman was presented with a brass lantern for his years of membership, as well as a plaque acknowledging his years of service as president, Secretary & Treasurer **Thomas Hein** reported. Members also bid farewell to engineer **E.J. Kitts Jr.** after 39 years of service and 38 years of membership. He was presented a brass replica of a locomotive bell for his years of membership. "Both of these men have always embodied the spirit of the UTU and will be greatly missed by the brothers and sisters of this local," Hein said.

Local 1373, Philadelphia, Pa.

The local congratulates **Lee McKinney** on the arrival of his newborn daughter and his elevation to the post of local vice president, reports Secretary & Treasurer **Greg Brecker**.

Local 1382, Milwaukee, Wis.

Local President **David Fuller** was presented with Canadian Pacific's Operations Safety Award (first place – president's level), the company's highest-level award in recognition of safety, Legislative Rep. **Karen A. Collieran** reported.

Local 1573, Klamath Falls, Ore.

The members of this Union Pacific local wish a long and prosperous retirement to **Tim P. "Tiepile" Anderson**, who retired this past August after 37 years of service as a switchman, brakeman and conductor. According to Secretary & Treasurer **Greg Casassa**, Anderson had held various local offices including local chairperson, president and delegate. Anderson began his railroading career on the Southern Pacific in Oakland, Calif.

Local 1608, Chatsworth, Calif.

Members congratulate operator **Julio Flores** for winning the 2007 LACMTA Bus Roadeo. Brother Flores is a 19-year veteran and has competed in many bus roadeos, advancing to the finals in many of the competitions, reported Secretary **Jack Dedrick**. Flores will compete at the international finals in Texas in 2008.

Local 1741, San Francisco, Calif.

Past Local President **Ange Beloy** reported that this bus local held local elections in December and the following individuals were elected: **Sharon Wheatley**, president; **Lois Correa**, vice president, and **Paul Stein**, local chairperson. In other news, member **Laurie Cahn**, an employee of First Student, shared the platform at a San Francisco Labor Council press conference on Labor Day, where AFL-CIO Executive Vice President **Linda Chavez Thompson**, San Francisco Mayor **Gavin Newsom** and others launched a campaign for national health care reform.

Local 1813, West Colton, Calif.

The local has lost a beloved brother with the passing of **Gene "The Switching Machine" Fazio**, according to Legislative Rep. **Richard Acuna**. "Gene was a fine example of a West Colton switchman and will be missed by all," Acuna said.

Local 1846, West Colton, Calif.

T.S. "Terry" Kelly pulled the pin on his railroad career after 42 years of service, according to Local President **Richard Escamilla**. He was honored at the local's monthly meeting with a custom-made wristwatch, said Escamilla, who added, "We all wish him a long and healthy retirement, wherever his travels take him." Kelly, who had served two terms as the local's secretary & treasurer, hired on with the Southern Pacific on Dec. 7, 1965.

Graduate students validate value of UTU PAC

Students at the University of Chicago’s Graduate School of Business have confirmed that by contributing to the UTU Political Action Committee (PAC), voting in elections, encouraging family and labor-friendly friends to vote, and making phone calls and sending e-mails to lawmakers, UTU members help achieve a safer workplace and more secure employment.



Szabo

Professor Tanya Menon’s students used, as a case study, the UTU Illinois Legislative Board’s successful effort to gain passage of the Illinois Railroad Employees Medical Treatment Act of 2005. The law prohibits railroads operating in Illinois from delaying, denying or interfering with employees’ medical treatment following on-the-job accidents.

In a multi-year effort, the board collected and presented evidence to state lawmakers that railroads were using a variety of tactics to interfere with injured employees’ medical treatment in order to make railroads appear safer than they are.

To make the case for the legislation, UTU Illinois State Legislative Director **Joe Szabo** and his assistant, **John Burner**, visited lawmakers with sworn declarations – and sometimes accompanied by UTU members who had been injured on the job – attesting to incidents where the railroad had delayed, or sought to deny, injured employees medical care so as not to have to report the injuries to the FRA.

“I don’t think we decided on [studying] a union until we talked with Joe,” said student Mark Cox. “That was a watershed moment. What was compelling was that he was not inspired by money gain,” but in improving workplace safety for the benefit of his members.

Lawmakers, concluded the class, are influenced by effective lobbying that draws its strength from 10,000 Illinois UTU members who contribute to the UTU PAC, plus families and friends who vote for labor-friendly candidates. Indeed, polls consistently show that union members and their families are more likely than other groups to go to the polls on Election Day.

Through such actions, wrote the students, lawmakers gain “important insight which aids [them] when formulating positions and opinions.” The students also observed that the UTU uses another fundamental principle of successful communication: simplify the message.

“The broader truth,” wrote the students, “is that when strong individuals, in all levels of an organization, take ownership of the informal power available to them, the organization as a whole is stronger.”

UTU members on PATH ratify six-year contract

The members of UTU Local 1413 in Jersey City, N.J., which represents Port Authority Trans-Hudson (PATH) tower operators, unanimously ratified a six-year contract with the carrier on Nov. 29.

The contract provides for substantial wage increases over the life of the six-year contract, retroactive wages back to 2005, retroactive contributions to the union pension plan back to 2005, improvements to the pension plan up through 2010, and improvements in the allocation of vacation time.

The members also are not required to contribute to their health and welfare benefits.

“We PATH tower operators had the point this round,” General Chairper-

son **Tom Malone** said. “During these negotiations, we maintained the high ground and never gave an inch during these negotiations.”

Malone thanked the membership for their continued support, which was demonstrated by the fact that every member of the local voted for the contract.

Malone also expressed thanks to his negotiating committee, consisting of **Dave Shenberger**, **Jim Carney** and **Naomi Victor**, “for all their dedication and hard work over the last two years and eight months of negotiations.”

Malone also expressed gratitude to former UTU President Paul Thompson for his guidance and support during the difficult negotiations.

Amtrak emergency board issues report

A presidential emergency board has made its recommendations to settle a labor dispute between Amtrak and eight of its labor unions, representing primarily maintenance-of-way workers, dispatchers and some shop crafts.

The five-member PEB No. 242 delivered its report Dec. 30 to the White House, which released that report Jan. 3.

Pursuant to the Railway Labor Act, the two sides must now preserve the status quo until Jan. 31 while they study the recommendations for settlement, which are not binding.

Neither the UTU nor the Brotherhood of Locomotive Engineers and Trainmen are affected by the PEB, as both remain in negotiations with Amtrak. The BLET previously reached a tentative agreement with Amtrak, but BLET members

rejected the agreement and the two sides returned to the bargaining table.

The eight unions party to PEB No. 242 are the Brotherhood of Maintenance of Way Employees Division, the Brotherhood of Railroad Signalmen, the American Train Dispatchers Association, the Joint Council of Carmen, the Transportation Communications Union, the National Conference of Firemen and Oilers, the International Brotherhood of Electrical Workers, and International Association of Machinists.

Contract talks between Amtrak and all of its unions have been in progress since August 2000. Sticking points include back pay, contributions to health-care insurance, and changes to work rules.

A sticking point in UTU negotiations is the role of the assistant conductor, which the UTU maintains is essential to passenger safety and homeland security. A federal study is currently underway into the safety and security role of conductors.



Warrington dead at 55

Former Amtrak and New Jersey Transit CEO George Warrington, age 55, died Dec. 24 following an eight-month battle with pancreatic cancer. During the 1970s, Warrington helped create New Jersey Transit, a state entity that took over operation of commuter rail from Penn Central and other bankrupt railroads. From 1994 to 2002, Warrington was president of Amtrak, leaving to become CEO of NJT. He resigned in January 2007 to help form a consulting and lobbying business.

Changes in UTU Discipline/Income Protection Program

Due to a significant increase in the number of claims and the increased costs to the Program as a result of these claims it is necessary to increase the monthly assessment from 60 cents to 66 cents per \$1.00 of daily benefit. This increase in the monthly assessment will take effect March 1, 2008. (The increase does not apply to members of UTU Local 1088 whose assessments are presently higher than 66 cents per \$1.00 of daily benefit). The new Schedule of Maximum Benefits is shown below.

In addition to the increase in the monthly assessments, additional measures are to be implemented March 1, 2008, to reduce the significantly higher claim costs incurred by the Program. The maximum number of benefit days have been adjusted, as shown below, based on each participant’s active months of participation in the Program. (The maximum number of benefit days shown in the chart below will apply to all eligible discharges and suspensions that occur on or after March 1, 2008, regardless of any previous communications a participant may have received concerning his maximum benefit days). The Coverage Period, which is the period during which a participant is entitled to receive benefits, will

begin 15 calendar days after a participant’s eligible discharge or suspension and (1) investigation by the employer or (2) the execution of a waiver of investigation by the participant. If a participant incurs a second eligible discharge or suspension within twelve (12) months after receiving a benefit under the Program, there is a 20 percent reduction in the Coverage Period for the second eligible discharge or suspension. The benefits to which the participant is otherwise entitled under the Program shall be reduced by lost wages, if any, that the participant is awarded in arbitration, and the Program will have the right to recover, through any lawful means, any benefits the participant receives from the Program for which the participant is awarded lost wages in arbitration.

You may change the daily benefit you have previously selected or cancel your participation at any time by submitting the appropriate form to UTU. If you do not change your current daily benefit, your current daily benefit will remain in effect and, if you pay monthly assessments by payroll deduction, the higher monthly assessment will automatically be deducted from your paycheck.

SCHEDULE OF MAXIMUM BENEFITS

Monthly Assessment		\$3.96	\$6.60	\$13.20	\$19.80	\$26.40	\$33.00	\$39.60	\$46.20	\$52.80	\$59.40	\$66.00	\$72.60	\$79.20	\$85.80	\$92.40	\$99.00	\$132.00
Maximum Days for Suspension & Discharge	Number of Active Months of Membership in the Income Protection Program	\$6 Daily Benefit	\$10 Daily Benefit	\$20 Daily Benefit	\$30 Daily Benefit	\$40 Daily Benefit	\$50 Daily Benefit	\$60 Daily Benefit	\$70 Daily Benefit	\$80 Daily Benefit	\$90 Daily Benefit	\$100 Daily Benefit	\$110 Daily Benefit	\$120 Daily Benefit	\$130 Daily Benefit	\$140 Daily Benefit	\$150 Daily Benefit	\$200 Daily Benefit
		Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable	Maximum Payable
60	12 or less	360	600	1200	1800	2400	3000	3600	4200	4800	5400	6000	6600	7200	7800	8400	9000	12000
90	More than 12 through 24	540	900	1800	2700	3600	4500	5400	6300	7200	8100	9000	9900	10800	11700	12600	13500	18000
120	More than 24 through 36	720	1200	2400	3600	4800	6000	7200	8400	9600	10800	12000	13200	14400	15600	16800	18000	24000
250	More than 36 through 48	1500	2500	5000	7500	10000	12500	15000	17500	20000	22500	25000	27500	30000	32500	35000	37500	50000
300	More than 48	1800	3000	6000	9000	12000	15000	18000	21000	24000	27000	30000	33000	36000	39000	42000	45000	60000

A brand new year, a brand new start

Brothers and Sisters:

The membership of our union spoke through their delegates last August and chose a new team to lead us forward in these challenging times for labor unions.

We accept that challenge and pledge today – as we pledged in August – to move the United Transportation Union forward with the sole objective of protecting member jobs and improving wages, benefits and working conditions.

We pledge also to make this union all-inclusive, which means encouraging full and open debate and respecting all viewpoints as we strive for consensus decision making.

We take office during an especially difficult time. Strong anti-union forces exist in the White House and control many of the regulatory agencies that make rulings affecting workplace issues.

Similarly, strong anti-union forces retain influence in Congress, where our friends have only a razor-thin majority in the Senate. The carriers have been emboldened by these forces, which makes contract negotiation and grievance resolution time-consuming and extremely difficult.

Within our union, we face a difficult task related to a merger with the Sheet Metal Workers, whose implementation was temporarily halted by a federal court on the grounds that crucial information was withheld from the UTU membership.

That merger was a shotgun wedding, and regardless of what was said or done in previous months, the fact is – as validated by a federal court – that members did not have suffi-



Futhey



Martin



Thompson

A MESSAGE FROM YOUR NEW UTU LEADERS

cient information to make an informed decision. In fact, it was revealed that some of the representations made to the membership were incorrect or distorted.

Shotgun weddings make for good movie comedy, but have no place in the real world of union mergers. As Dear Abby has always counseled, "If a marriage is right for the right reasons, and is one that can and will endure, the marriage can wait until next week, next month or next year."

It is time for the UTU membership to determine if we want and need a merger. Any merger proposed should be governed by conditions acceptable and beneficial to our members, as well as to the other union and its members.

To do this, it is appropriate to hold old-fashioned shoot-outs that bring the principals of all potential partners to various locations and allow the membership to question them. A union merger should not be negotiated in secret and sprung on the membership with a ballot attached.

So let's catch our breath.

The UTU is financially solvent, and changes are underway to improve further our financial stability.

Moreover, we possess one of the most loyal, hardworking, diverse and union-knowledgeable memberships in North America, which means we have a lot to offer a potential partner. That partner similarly should have a lot to offer the UTU.

We will have more to say about this in the weeks ahead, and urge you to stay informed by going to

www.utu.org on a daily basis, and signing up on the Web site for e-mail alerts.

We take very seriously your confidence in our ability to lead. We also take very seriously any advice you choose to offer, because a successful trade union requires checks and balances in the same manner as government and private-sector firms.

Let us hear from you, and thank you again for the confidence you have placed in our leadership abilities, as well as the confidence you exhibited in all the UTU officers you elected during the August 2007 convention.

In solidarity,

Mike Futhey
International President

Arty Martin
Assistant President

Kim Thompson
General Secretary & Treasurer



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The race for the White House is on!

“We owe it to our futures and to our families to focus on our bread-and-butter issues, because we can be sure that those who want to destroy unions are focusing on their bread-and-butter issues.”

The race is on for the White House, and no newspaper, TV newscast or radio news show will let us forget it.

XM satellite radio has even devoted an entire channel to 24/7 news about the candidates. Most of the coverage is meaningless sound bites of who said what about whom.



Brunkenhoefer

Political strategists have learned that voters are three times more likely to vote against a candidate than to vote in favor of a candidate. And with all the candidates from each party, the 2008 election run-up is going to be one of the dirtiest, meanest and ugliest.

But we cannot let this keep us from the polls, because those who live on country club estates paid for by their stock options and anti-labor sentiments will be voting, as they always do and for the anti-labor candidates they always embrace.

A lot of the campaign rhetoric is going to focus on issues already decided by the Supreme Court, where conservative presidents have appointed the judges for 20 of the past 28 years.

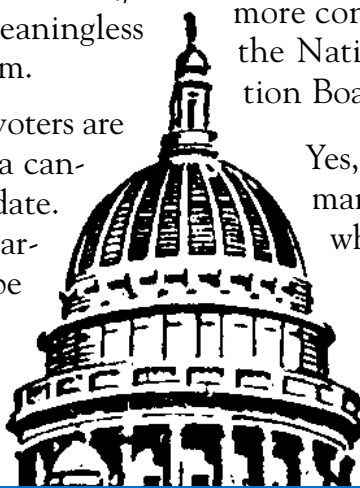
The question for trade unionists is whether they want another four years of conservative White House rule that will ensure even more conservative, anti-union judges are appointed, and more conservative, anti-union bureaucrats run such agencies as the National Labor Relations Board and the National Mediation Board.

Yes, there are many social issues – abortion, gun control, gay marriages and immigration – where the conservatives say what many trade unionists believe.

But the bottom line is that we can never lose sight of our job security, better wages, affordable health care and workplace safety.

On those issues, the conservatives repeatedly have worked against us and they are going to work against us again if they are handed the White House for another four years.

We owe it to our futures and to our families to focus on our bread-and-butter issues, because we can be sure that those who want to destroy unions are focusing on their bread-and-butter issues.



WASHINGTON WATCH
By James M. Brunkenhoefer

State Watch

News from UTU State Legislative Boards

Arizona



State Legislative Director Scott Olson reports that Assistant State Legislative Director Greg Hynes (Local 1081, Glendale) and wife Mona recently met with James Carville, the well-known American political consultant, commentator, media personality and pundit, and Gov. Janet Napolitano. Known as the "Ragin' Cajun," Carville gained national attention for his work as the lead strategist of the successful presidential campaign of then-Arkansas governor Bill Clinton. The meeting took place at a state Democratic Party fundraiser in Phoenix. In the photo above are, left to right, Carville; Mona and Gred Hynes and Napolitano.

Kentucky



Kentucky State Legislative Director David Miracle reports that Assistant State Director Donnie Head (Local 1567, Corbin) and Legislative Rep. Jon Pierce (Local 1316, Ravenna) recently supported their brothers and sisters in the organized labor movement by walking the picket line with members of Local 104 of the Kentucky Nurses Association, who have been on strike against Appalachian Regional Hospital since Oct. 1, 2007 in Hazard. A contribution was also made to the local's strike fund, Miracle said. Above, Head (far left) and Pierce (far right) are pictured with members of the striking local.

United States



Ohio State Legislative Director Joe Boda Jr., who also serves as vice chairperson of the UTU's National Association of State Directors, recently presented a check to retiring 35-year UTU International employee Olga Moore in gratitude for her many years of service to the union and membership. For more than 20 years Moore managed the affairs of the UTU's political action committees (first TPEL and later UTU PAC) and the various state legislative boards.

"Olga Moore worked hard for many years overseeing the union's political funds and assisting state directors and this check is a token of that appreciation," Boda said. Moore accepted the check, saying, "I thank the association for this gift. I will miss my association with James Brunkenhoefer and all the great state legislative directors. It was a real joy working with these great people all these years."

New York

State Legislative Director **Sam Nasca** reports that the UTU worked with a coalition of labor to convince the New York State Legislature to pass a measure to change the unemployment compensation laws to allow unemployment from the first day for strikers who are being replaced by employers.



Nasca

"The legislation provides that strikers who are on strike against an employer who starts replacing workers or who locks them out, will be eligible for unemployment benefits from the first day of the strike," Nasca said.

"Other strikers who are not replaced or who are not locked out will still be eligible after the seventh day."

Nasca says that Gov. Eliot Spitzer signed the legislation over the profound objections of big business, the Business Council and the Chamber of Commerce.

New England States

Legislative Director **George Casey** has come out swinging in his defense of rail operating crews on the Massachusetts Bay Transportation Authority.

The UTU presents about 400 conductors on the property.

A recent *Boston Globe* editorial criticized the MBTA and its crews for delays caused by the crews working to the letter of safety regulations.

"We know what's expected of us, and if we're not working to the rule, we're subject to discipline and dismissal," Casey told the *Globe*. "If a train becomes late, we can't run faster than the rules require us or provide for us to do."

Casey said it was disconcerting that someone would suggest that conductors and engineers should adopt shortcuts in safety in order to improve on-time performance.

"Conductors and engineers are governed by both a comprehensive operating rule book and federal railroad regulations," Casey said. "There

are no short cuts available for conductors and engineers to take to improve on-time performance."

What the MBTA needs to do, Casey said, is address the insufficient design and unrealistic construction of the current timetable schedule. "There is simply not enough time built into the schedules to reflect actual operation," he said.

"The trains can only operate as provided by the railroads rules, and in light of the rules made for safety contained in the safety compliance agreement, conductors and engineers have no option concerning which rules we can observe to keep the train running."

Bus Department

By Vic Baffoni, vice president/director

With new year comes new opportunities, hope

As we enter the new year, we must be on the lookout for new opportunities to organize the unorganized, increase financial resources and gain political power.

We also must take advantage of new training and educational opportunities to aid our members.

The winds of unionism may have waned in recent years, but with strong leadership and dedication, and with increased resources, we can and will adjust the sails to improve our opportunities at the bargaining table, with federal regulatory agencies and lawmakers.

As we adjust to take advantage of every opportunity to better represent, serve and build our union, I will be meeting with each of our bus locals to address their concerns. I will schedule those locals with the biggest problems first and provide the attention and help they need.

One of the issues we will be watching closely is new school-bus safety standards being established by the U.S. DOT. Under the standards, scheduled to take effect within a year, school districts will have access to federal funds to equip buses with 24-inch seat backs, which is four inches higher than currently in use.

And within three years, all new smaller buses, which have an increased rollover risk, must have three-point seat belts instead of lap belts. School districts will also be encouraged to use federal funds to equip larger buses with seat belts. The new rules are available for inspection on the Internet at www.nhtsa.dot.gov.



UTU drivers keep buses rolling in Buffalo



UTU Local 1908 represents almost 700 school bus drivers and mechanics in Buffalo, N.Y., employed by First Student. General Chairperson **Roger Wagner** says it is a unique and difficult environment for drivers, who cope with up to 100 inches of snowfall annually, plus frequent freezing rain. Additionally, says Wagner, drivers "too frequently" are subjected to verbal, and even physical, abuse by their student riders. Nonetheless, he says, the drivers take "great pride in serving the community and delivering our precious cargo safely each day." At a First Student terminal in Buffalo, are, from left, drivers **Robert McHenry**, **Cynthia Jennings**, **Lisa Flores** (inside bus), Wagner, **Martha Fair** and Local 1908 Vice Chairperson **Tony Reichmuth**.

Meet the yardmasters of the UTU

The Railroad Yardmasters of America, organized Dec. 2, 1918, in response to managerial abuses, voted to affiliate with the UTU in 1985.

Affiliation with the UTU assured the yardmasters – as all crafts are guaran-

teed by the UTU constitution – craft autonomy and craft preservation.

Today, about 2,800 yardmasters on North American railroads are proud to call the UTU their union.

Yardmasters are the front-line supervi-

sors of all activity that takes place in railroad yards.

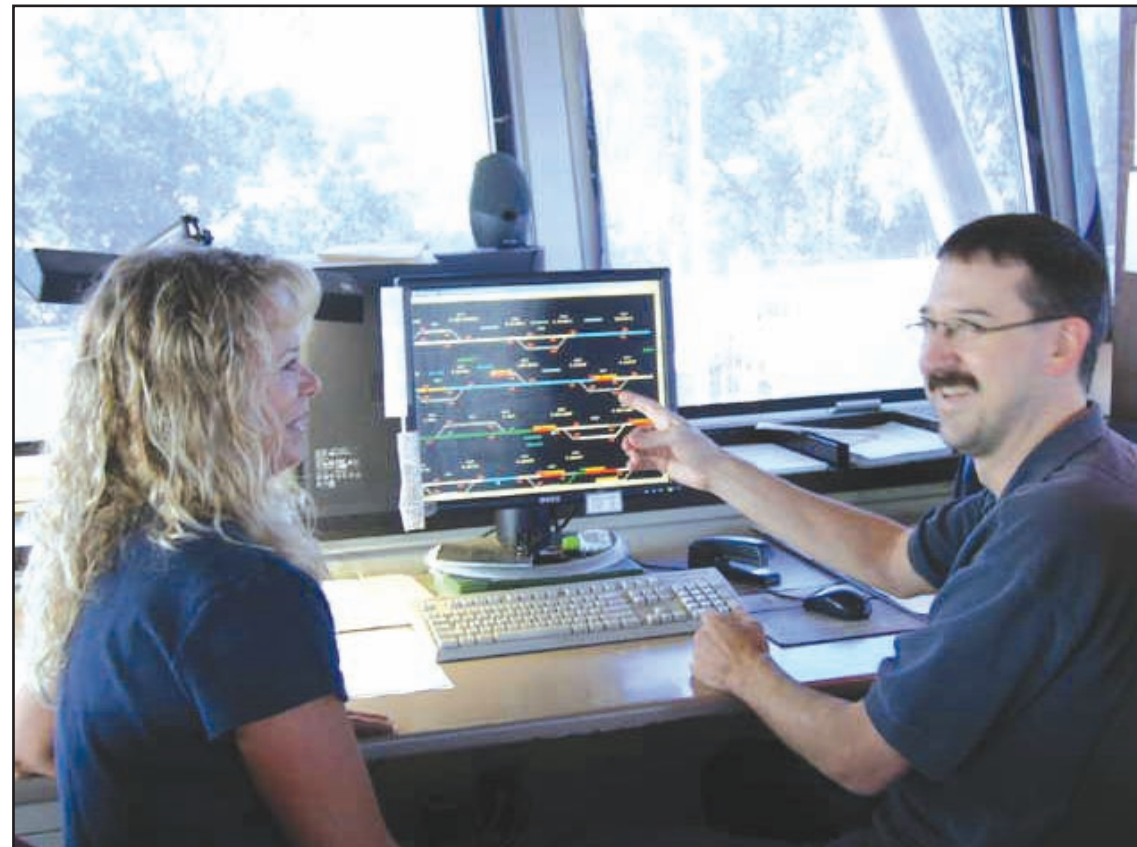
They manage track use in yards, communicate and coordinate with yard track users, interact with various yard employees and crafts, and are responsible for

inbound/outbound trains, switch crews operating in the yard, and the yard infrastructure.

As with rail operating and yard crews, yardmasters are burdened with a heavy workload and fatigue is a constant concern.



Kansas City Southern yardmaster **Bryce Kresie**, assistant chairperson of Local 1974, on left, reviews switch plans at the carrier's Knoche Yard in Kansas City, Mo., with Terminal Superintendent Ben Mitchell (center) and conductor **Don Hawes** (Local 1780). "An important element of any supervisory job," says Kresie, "is getting along with people. If they don't like you, they won't work with you."



Kansas City Southern's Knoche Yard in Kansas City, Mo., is the railroad's second-largest classification facility, with a capacity for 2,500 rail cars. Much of the traffic on the 12 trains processed daily consists of U.S. grains being exported to Mexico. Overseeing tower operations are yardmasters **Julie Meek** and **Warren Osborn**, both members of Local 1974.



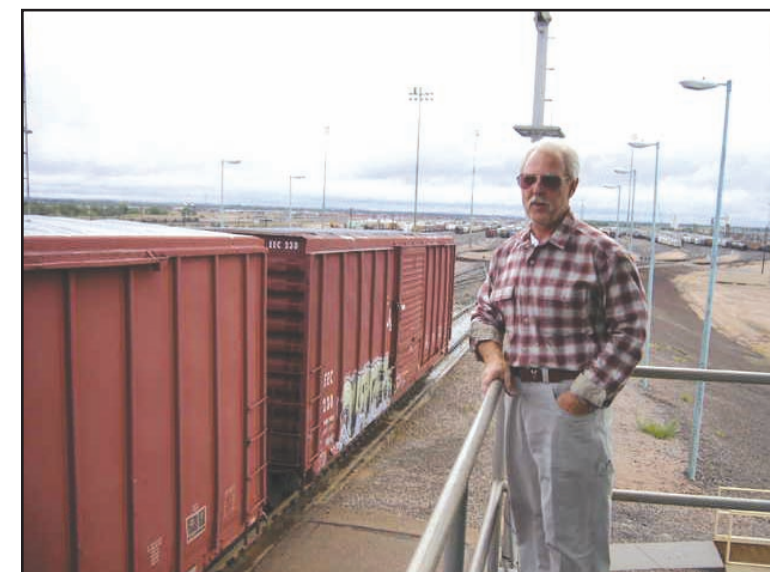
At Union Pacific's Neff Yard in Kansas City, Mo., yardmaster **Stan Wahlen** (center), who is chairperson and president of Local 1975, reviews switch moves with, from left, hostler **Mike Fracul** and conductors **Marty Kern** and **Bill Lawson**, all of Local 1403. Kern and Lawson are both wearing remote-control belt packs.



Observing operations from the tower at Union Pacific's Neff Yard in Kansas City, Mo., are yardmasters **Debbie Donner** and **Jim Lichtenthaler**, both of Local 1975. Neff Yard is 100 percent remote control and processes some 26 trains daily.



Union Pacific's Bailey Yard in North Platte, Neb., is said by the Guinness World Records to be the world's largest classification yard, daily handling some 10,000 rail cars and processing some 135 trains. In the UP's Bailey Yard East Tower are Local 1975 yardmasters **Tim Behm**, left, and Local Chairperson **Mike Fox**. Says Fox: "A yardmaster constantly deals with conflict. Successfully working a yard puzzle provides a sense of accomplishment."



UP yardmaster **Tom McCraw**, Local 1975, surveys the Bailey Yard east hump over which 600 cars pass daily. When they say, "fill 'er up" at Bailey Yard, they mean it, pumping 14 million gallons of diesel fuel monthly into locomotives there.



Union Pacific's Bailey Yard yardmaster and Local 1975 member **Trent Barrett**, left, reviews the switch list for the west hump with conductor **Dick Edelman** of Local 200. The Bailey Yard operation is 100 percent remote control. When not working, Barrett travels the west competing as a rodeo cowboy.

UTU for Life

Call RRB toll free

The Railroad Retirement Board (RRB) has begun work on a new nationwide toll-free telephone service. A single toll-free number will provide RRB customers with easy access to the agency's field service offices. In addition, it will offer options for self-service through automated menus as well as back-up coverage during emergency and busy periods.

Implementation of the new service will be phased in, starting with 12 RRB field offices. Altogether, these 12 offices serve some 130,000 retired employees, spouses, and survivors and some 50,000 active rail employees.

Nationwide toll-free service will be provided to customers in additional RRB field locations once the initial implementation phase has been completed.

Chapter 12 to lunch

The next luncheon meeting of Chapter 12 of the UTU for Life program will be held Jan. 24, 2008, in Cartersville, Ga., at the Quality Inn Motel just off U.S. Highway 41. Those planning to attend should arrive at 11:30 a.m. to get acquainted with other retired railroad workers and talk about your experiences after retirement, chapter director **Larry Tatum** said. For more information call Tatum at (770) 924-7147 or e-mail him at goosemon@bellsouth.net.

Rail retirees meet

Retired railroaders from the Selkirk, N.Y., area, including members of UTU Locals 212 (Albany), 394 (Albany) and 1951 (Albany) have been meeting for breakfast on the first Tuesday of every month at 8:30 a.m. at the Midway Cafe on Route 9 W., reports **Chet Deleskiewicz**, a retired member of Local 212.

During the most recent meeting held Dec. 4, the group celebrated one of the retiree's 89th birthday and 27th year of retirement, Deleskiewicz said.

The group includes retirees from the TCU, BLET, TWU and several other unions. All retirees are welcome and the group looks forward to seeing more familiar faces at the next meeting.

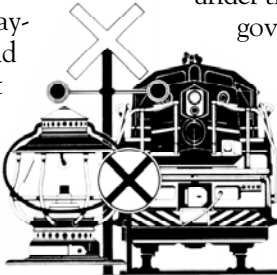
For more information contact Deleskiewicz by telephone at (518) 872-1212, or e-mail him at cabinfevercl@aol.com

Railroad Retirement Board increases benefit levels

Most Railroad Retirement annuities, like Social Security benefits, increased in January 2008 on the basis of the rise in the Consumer Price Index (CPI) during the 12 months preceding October 2007.

Cost-of-living increases are calculated in both the Tier I and Tier II benefits included in a Railroad Retirement annuity. Tier I benefits, like Social Security benefits, increased by 2.3 percent, which is the percentage of the CPI rise. Tier II benefits increased by 0.7 percent, which is 32.5 percent of the CPI rise. The vested dual benefit payments and supplemental annuities also paid by the Railroad Retirement Board are not adjusted for the CPI rise.

In January 2008, the average regular Railroad Retirement employee annuity increased \$35 a month to \$1,959 and the average of combined benefits for an employee and spouse increased \$47 a month to \$2,748. For those aged widow(er)s eligible for an increase, the average annuity increased \$21 a month to \$1,039. However, widow(er)s whose annuities are being paid under the Railroad Retirement and Survivors' Improvement Act of 2001 will not receive annual cost-of-living adjustments until their annuity amount is exceeded by the amount that would have been paid under prior law, counting all interim cost-of-living increases otherwise payable. Almost 30



percent of the widow(er)s on the Board's rolls are being paid under the 2001 law.

If a Railroad Retirement or survivor annuitant also receives a Social Security or other government benefit, such as a public service pension or another Railroad Retirement annuity, the increased Tier I benefit is reduced by the increased government benefit. However, Tier II cost-of-living increases are not reduced by increases in other government benefits. If a widow(er) whose annuity is being paid under the 2001 law is also entitled to an increased government benefit, her or his Railroad Retirement survivor annuity may decrease.

However, the total amount of the combined Railroad Retirement widow(er)'s annuity and other government benefits will not be less than the total payable before the cost-of-living increase and before increased Medicare premium deductions.

For most beneficiaries covered by Medicare, the standard Part B premium generally deducted from monthly benefits increases from \$93.50 in 2007 to \$96.40 in 2008.

In late December the Railroad Retirement Board mailed notices to all annuitants providing a breakdown of the annuity rates payable to them in January 2008.

RRB hikes compensation limits

The amounts of compensation subject to Railroad Retirement Tier I and Tier II payroll taxes increased in 2008, the Railroad Retirement Board announced. However, the Tier I tax rate remains unchanged.

The Railroad Retirement Tier I payroll tax rate on covered rail employees and employers for the year 2008 remains at 7.65 percent. The Railroad Retirement Tier I tax rate is the same as the Social Security tax, and for withholding and reporting purposes is divided into 6.2 percent for retirement and 1.45 percent for Medicare hospital insurance.

The maximum amount of an employee's earnings subject to the 6.2-percent rate jumped to \$102,000 in 2008 from \$97,500, but there is no maximum on earnings subject to the 1.45-percent Medicare rate.

The Railroad Retirement Tier II tax rate on employees will remain at 3.9 percent in 2008, and the rate on employers will remain at 12.1 percent.

The maximum amount of earnings subject to Railroad Retirement Tier II taxes, however, increased to \$75,900 in 2008 from \$72,600 in 2007.

Tier II tax rates under the 2001 Railroad Retirement and Survivors' Improvement Act are based on an average account benefits ratio reflecting Railroad Retirement fund levels.

Depending on this ratio, the Tier II tax rate for employers can range between 8.2 percent and 22.1 percent, while the Tier II rate for employees can be between 0 percent and 4.9 percent.

THE FINAL CALL

Following are the names of recently deceased retirees who maintained annual membership in the *UTU For Life* program (formerly known as the *UTU Retiree Program*), according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow *UTU for Life* members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
5	Murphy, John T.	Kansas City, Mo.	650	Hildestad, Norman B.	Albert Lea, Minn.	1308	Raines, James M.	Memphis, Tenn.
6	Powell, Albert E.	Corsicana, Tex.	650	Taylor, Donald R.	St. James, Minn.	1315	Clark, Shellie E.	London, Ky.
30	Miller, Joseph O.	Jacksonville, Fla.	662	Kendrick Jr., Robert S.	Troy, Mich.	1327	Gartin, Harry C.	West Logan, W. Va.
100	Cox, Bert E.	Albany, Calif.	674	Spencer, Edward D.	Greenville, S.C.	1361	McDonagh, Martin J.	Pearl River, N.Y.
113	Welsh, L.D.	Winslow, Ariz.	759	Speid, David	Wayne, N.J.	1365	Martin, John R.	Girard, Ohio
202	Kreger, Paul L.	Arvada, Colo.	792	Landis, Roscoe I.	Dover, Ohio	1375	Adams, Edward J.	Fort Washington, Pa.
221	Barger, Robert E.	N. Little Rock, Ark.	818	Weatherford, George E.	Bridgeport, Tex.	1383	Nitsche, George H.	Evergreen Park, Ill.
225	McGregor Jr., William B.	Sarasota, Fla.	830	Schneider, P.H.	Camp Hill, Pa.	1397	Clemmons, Buford B.	Oregon, Ohio
240	Elmore, Wesley G.	Las Cruces, N.M.	838	Belle, Mario	Las Vegas, Nev.	1445	Pekarofski, Gerald	Union, N.J.
284	Howarth, Bernard M.	Bay Village, Ohio	867	McDonald, Kenneth M.	Mesa, Ariz.	1470	Cash, George E.	Collierville, Tenn.
292	Flaherty, Raymond A.	Syracuse, N.Y.	911	Cardinal, Phillip	Chippewa Falls, Wisc.	1477	Crouch, James T.	Westland, Mich.
298	Edwards, Otto R.	Peru, Ind.	970	McClain, W.R.	Iva, S.C.	1544	Talcott, Felton C.	Covina, Calif.
322	Janzen, David F.	N. Fond du Lac, Wisc.	971	Corning, Ralph L.	Victoria, Va.	1545	Pounders, Carl H.	Lakes Charles, La.
412	Martin, Jerry W.	Overland Park, Kans.	971	Millican, Phillip G.	Victoria, Va.	1557	Mathews, Roderick E.	Martinsville, Ind.
440	Range Jr., Anthony	Sardinia, Ohio	971	Morning, Thomas C.	Chesterfield, Va.	1571	Callery, Martin J.	League City, Tex.
454	Walck Sr., John A.	Baltimore, Md.	976	McAlpin, Clyde G.	Shreveport, La.	1574	Sayre, Melvin E.	Aloha, Ore.
492	Ogden, Ernest F.	Roseville, Calif.	979	Crain, Galen J.	Iuka, Ill.	1638	Dare, William E.	Lakewood, Ohio
493	Schueler, Merlin H.	Waterloo, Iowa	1117	Baker, Jack L.	Vancouver, Wash.	1674	Haskins, George T.	Bakersfield, Calif.
498	Snyder, Dale R.	Shippensburg, Pa.	1190	Toft, William A.	Cincinnati, Ohio	1736	Wilson, Theodore E.	Owosso, Mich.
601	Bower, John L.	Trinity, Fla.	1298	McGoldrick, Michael J.	North Bay, Ont.	1813	Burkholder, Donald	Big Bear City, Calif.

Retire wisely...

Make your money work for you!

With so many Americans living paycheck to paycheck, some may wonder how it's possible to save for retirement when there's no money left at the end of the week.

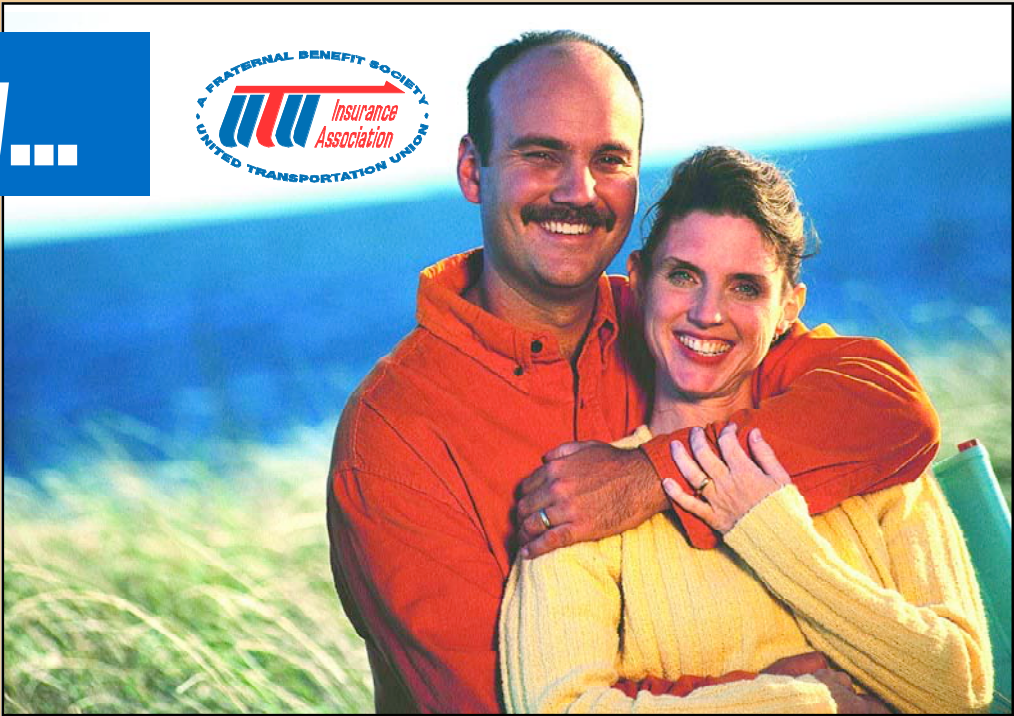
The answer is spending less than you earn.

There are a lot of ways to reduce expenses. Some may be challenging, but some may be easier than you think.

Determining where to cut corners is an individual decision, but once you free up some cash, it's important to get that money into a savings vehicle as soon as possible. Even small amounts can make a big difference given enough time.

Here's an example: A twenty-year-old who invests just \$600 per year into a UTUIA IRA can expect a guaranteed annuity value of \$69,708 at the end of the year of age 70. Assuming the current interest rate of 4.25%, the annuity value could be as high as \$103,217. Just by investing \$600 per year. That's less than \$1.75 per day.

Call (800) 558-8842 today for your free annuity illustration or visit www.utuia.org.



Money Saving Tips

- ✓ Bring your lunch, coffee, pop or bottled water to work with you.
- ✓ Seek out free entertainment such as museums, parks and free concerts.
- ✓ Stop impulse buying. Before buying anything, ask, "Do I really need this?"
- ✓ Borrow movies and books from the library instead of buying books or paying for the theater.
- ✓ Get rid of the cable movie channels and cut back to basic cable.
- ✓ Cook your own meals instead of eating out. Buy store brands instead of name brands.

IRA Information, please

I would like more information on retirement savings plans. Please print.

Full name _____

Address _____

City _____ State _____ ZIP _____

Date of birth _____ UTU local number _____

Telephone number with area code _____

Are you currently working? ☐ Yes ☐ No 01/08

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



UTU BUS LINES

News items culled from the UTU's Daily News Digest, posted every weekday morning on the UTU Web site, www.utu.org.

UTU bus drivers reach deal with Veolia

UTU-represented bus operators working for Veolia Transportation in Concord, N.C., ratified their first agreement on Dec. 2, 2007, General Chairperson Alvy Hughes reports.

Veolia Transportation operates bus service in the Concord/Kanapolis area. All operators are members of Local 1596, Charlotte.



The deal provides seniority benefits, health benefits, sick days, vacation, paid holidays, school visitation leave, voting leave and a grievance process that includes mediation prior to arbitration.

The agreement ends June 30, 2009.

Vice President Tony Iannone praised Local Chairperson George Black and Vice Local Chairperson Julia James for their commitment and dedication on behalf of their members at the negotiating table.

State Legislative Director Dicky Westbrook said the need for additional bus service is evident. "The buses are full and people are demanding additional service," he said.

Black said he is proud of his members. "Each of them provide dependable and quality service," he said. "This is a new operation with much potential for growth and the UTU will grow with it."

SEPTA honors 36 UTU bus operators

Thirty-six UTU-represented operators on the Southeastern Pennsylvania Transportation Authority (SEPTA) were among approximately 300 employees honored at a banquet Nov. 11 for their commitment to ensuring the safety of SEPTA passengers and vehicles.

"They have played a vital role in protecting facilities and inspecting and maintaining SEPTA fleets," an authority spokesperson said.

UTU Local 1594 President Ron Koran said outstanding employees from his local were honored for their safe driving.

Koran noted that employees must have a minimum of 10 years of experience before they are recognized.

"At 10 years, you get a dinner and a monetary value equal to \$20 for each year of safe driving," Koran said. "Congratulations to each of them for jobs well done."

The honored UTU members, along with their years of safe service, are: 10 years: Chris Bacon; 11 years: George Bodine, Albert Chesire Jr., James Grandizio, Sylvester Sills and Sheldon Upshaw; 12 years: Edgar Bing and Frank Card; 13 years: Michael Jameison and Alfred Williams; 14 years: Michael Collington, John Flynn, William Hunter, Harold Jones II, John Krolick, John Rumbaugh, Robert Stewart and Bruce Wertz; 15 years: Bailey Morton; 17 years: Samuel Finochiaro; 18 years: John Rickert and Eric Roegner; 19 years: Edward Ray; 20 years: Orlando Greene, Milton Malloy III, George O'Donnell Jr., Ricardo Rector and Harold Wesley; 21 years: Rinaldo Vettese; 22 years: Lawrence Scarboro Jr.; 24 years: Stanley Bernatowicz and Ron Koran; 26 years: Stephen Stank and Robert Swain; 29 years: Carl Essig, and 35 years: Kevin Baldwin.

UnitedHealthcare establishes Web site for railroad members

UnitedHealthcare recently created a new Web site designed specifically for all railroad members. This new Web site can be accessed at www.myuhc.com/groups/railroadinfo by all members regardless of their medical carrier, and provides important information they may need as an active, pre-retiree or retired railroad member.

This new Web site provides **answers to the most frequently asked questions** and also provides a direct link to www.myuhc.com. The new Web site contains information regarding dependent eligibility, Medicare, retirement, important UnitedHealthcare phone numbers, various health-care hot topics and a section that contains the various forms railroad members are required to complete.

The forms section is one of the most exciting features of the new Web site. Railroad members are now able to print them directly from the Railroad Information Depot Web site, saving valuable time. The forms available on the Web site include period of disability; COBRA; retirement application; provider nomination; beneficiary affidavit, and supplemental insurance.

The new Web site details certain information that may assist railroad members in making important health care choices regarding GA-46000 Railroad Employees National Early Retirement Major Medical Benefit Plan & Medco Managed Pharmacy Services Benefit; GA-23111, Plan E supplement to GA-46000; COBRA for retirees losing dental/vision coverage; Medicare supplement (GA-23111 Plan F) for those eligible for Medicare, and Medicare Prescription Part D coverage (includes a toll-free number for UnitedHealthcare).

UnitedHealthcare says it continually strives to provide railroad members with the highest quality service, as well as support tools to assist them in their daily decisionmaking. With the introduction of this new Web site, railroad members may now have easier and faster access to the things they need the most. All members are encouraged to visit the Web site and take advantage of this new resource.

SMART merger

Continued from page 1

craft autonomy and this administration will not retreat from its obligations to the membership.

“Assistant President Arty Martin, General Secretary & Treasurer Kim Thompson and I support providing the membership with full disclosure before asking them to vote on something so crucial to the future of this union, their careers and their families.”

Futhey has asked Brothers Babler, Baffoni, Boling, Brunkenhoefer, Cumby, Fitzgerald and Iannone to explain why they don’t want to provide the membership with full and honest disclosure before seeking a vote on a merger with another organization.

“Each of them committed in recent weeks that they were putting politics behind them and would work with this administration for the benefit of the entire union,” Futhey said.

“What, other than politics, would cause them to take the position they have taken? Indeed, in the face of indisputable evidence – validated by a federal court – that the membership did not have sufficient and factual information on which to

vote, these seven brothers want that vote to stand.

“Rumors are being circulated that unless we merge now – and under the recently disclosed and previously hidden terms that would disenfranchise our craft autonomy – the union is in danger of financial collapse. That is not true.

“Former International President Paul Thompson said emphatically at our regional meetings in Kansas City and Pittsburgh, and our convention in Hollywood, Fla., that the union is ‘debt free.’

“In fact, convention cost controls left us with a \$1-million surplus from the convention. Moreover, the reduction of International vice president positions will save an additional \$1 million annually, the \$2 dues increase initiated by Paul Thompson will add another \$1.5 million annually, and other cost controls being instituted will further improve our financial strength. Contrary to misinformation, this union is solvent and does not require a shotgun wedding to survive.

“The 30-day extension was agreed to by parties so that we might explore all possibilities of resolution consistent with the interests of our members,” Futhey said. “I intend to use this period to clear up the lack of information and misinformation that previously was provided our membership,” Futhey said.

CPR training

Continued from back page

to dial 911 while heading to the opposite end of the train, where he found a 55-year-old male who was not breathing and had no pulse.

Sears immediately cleared the area and administered cardiopulmonary resuscitation while **Tom Hudson**, another commuter-train conductor and member of UTU Local 845, Seattle, Wash., and a security guard opened and prepared the AED for use.

Sears then applied the AED paddles and delivered one shock. Approximately eight seconds later, the passenger began to breathe and slowly regained consciousness.

Within several minutes, Kvam guided the Seattle Fire Department from the station building to the platform, and the paramedics assumed control. The passenger was taken to Harbor View Medical Center for further tests and was held for observation. BNSF was later notified that the victim was released from the hospital.

Sears gives credit to his fellow employees who assisted in the response. “I was just doing my job,” he said.

Sears said he learned first-aid training through courses offered by his employer. “They give us the



training and I was glad I had it,” he said. “When you have 1,500 passengers on board, sooner or later you are going to have something like this. It’s your job to take care of the passengers and when you have someone down you need to be there.”

In the second incident, SEPTA trolley operators **Vincent Grasso** and **Melissa Regis**, both members of Local 1594, were on the platform at SEPTA’s 69th Street Terminal in Philadelphia when told that a passenger on a nearby bus appeared to have had a seizure.

Regis was the first to board the bus, observing the passenger was not breathing and had no pulse. She placed the passenger on the bus floor and began administering CPR she had learned in previous employment. Grasso, who similarly had CPR training in previous employment, soon boarded the bus, and the two took turns in administering the life-saving procedure as a 911 call was made.

Arriving paramedics, who performed additional procedures and administered medication before transporting the stricken passenger to a hospital, credited the immediate CPR administered by Grasso and Regis as having kept the passenger alive until the paramedics arrived.

Grasso, a nine-year SEPTA veteran, received his first-aid training in a previous job with a hazardous-waste contractor. Regis, with SEPTA one year, received emergency medical training at

Shortlines

Continued from page 1

both carriers; seniority rule guarantees; guaranteed extra boards on both carriers and many other improvements.

“The seniority, scope and discipline rules these members now enjoy are what makes union membership valuable,” Turner said, “and they help ensure that these members will get the protections they deserve.”

Turner thanked UTU International President Mike Futhey (who was assigned as vice president to assist negotiations) and former CN general chairperson **Warner Biedenharn** for their support during the negotiations.

Turner said negotiations are continuing for UTU-represented employees on the Georgia & Florida Railroad and the Timber Rock Railroad.

The Alabama & Gulf Coast Railway is one of several Class III shortline railroad companies owned by RailAmerica, Inc.

It operates from the Pensacola, Fla., export terminals, west of downtown, north to Columbus, Miss., with trackage rights along BNSF Railway to Amory, Miss.

The Nebraska, Kansas & Colorado Railway, an OmniTrax property, owns and operates approximately 559 miles of track in three states and carries a diverse mix of wheat, corn, coal and fertilizer.

The NKC also ships inbound coal to the largest power plant in Nebraska.

“Organizing still is our number-one objective,” Turner said. “We will continue to look for railroad and other transportation workers who want and need union representation.

“We are trying hard to bring parity in wages, work rules and benefits to employees of the shortline rail industry,” he said.

“Some of the benefits these shortline railroad employees get when they join the UTU is job security, a defined grievance procedure and discipline rules, a work schedule that enhances their quality of life, and a defined set of benefits and work rules.

“These are the benefits these transportation employees are looking for, and they won’t get them without joining a union,” Turner said. “You really get your money’s worth when you join the UTU.”

Delaware County Community College and is a certified nurse’s assistant.

Grasso and Regis were recognized by local media and received additional recognition from UTU General Chairperson (SEPTA) **Ron Koran**.

Despite all of the attention, Regis remained humble. “Things like this happen everyday, and I don’t look at myself any different. I would expect someone to do the same for me.”

UTU International Vice President Tony Iannone, in praising the members’ actions, observed that it was only because Grasso and Regis received CPR training in other employment that they were able to save the passenger’s life.

“Every bus, trolley and rail passenger employer should provide their operators and conductors with periodic first-aid training and refresher courses that include administering CPR,” Iannone said.

WC yardmasters

Continued from page 1

plan; the establishment of a stock-purchase plan, and numerous other improvements.

“I am glad to get these negotiations behind us, and am gratified that the yardmasters on the Wisconsin Central have seen fit to ratify this deal,” Vice President Jim Cumby said.

UTUIA SCHOLARSHIP: A KEY TO SUCCESS

A message from UTU International
President Mike Futhey

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

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



This is the 34th year UTUIA is making available 50 continuing \$500 scholarships for its members, and the sons, daughters and grandchildren of its members. We are very proud of our scholarship program, a pride that comes from helping thousands of college students over the years.

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

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

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

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

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

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

Mike Futhey, President
UTU International

UTUIA SCHOLARSHIP
APPLICATION FORM 2008/2009

(PLEASE TYPE OR PRINT)

STUDENT'S NAME

(LAST) (FIRST) (M.I.)

BIRTH DATE

/ /

(M/D/Y)

MEMBER'S NAME

(LAST) (FIRST) (M.I.)

UTU Local #

or

UTUIA Local Unit #

ADDRESS OF MEMBER

OCCUPATION

EMPLOYER

STUDENT'S RELATIONSHIP TO MEMBER

COLLEGE YEAR, 2008-2009

☐ FRESHMAN

☐ SOPHOMORE

☐ JUNIOR

☐ SENIOR

SIGNATURE OF STUDENT

SIGNATURE OF MEMBER

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

Applications must be received **no later than March 31, 2008**.

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

The application form printed on this page is the official UTUIA scholarship application form and is the only one you will receive. If you need another application form, request one from the address below. Please include your UTU local or UTUIA local unit number with your request.

Complete the form above, cut it out (leaving address label on reverse side, if possible), and mail to:

UTUIA Scholarship Program
United Transportation Union Insurance Association
14600 Detroit Ave.
Cleveland, OH 44107-4250



DISTRIBUTION

Fifty continuing \$500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are prorated according to the number of UTU members in each of nine districts. The names of the 50 scholarship winners for the academic year 2008-2009 will be drawn at UTUIA headquarters in Cleveland after the March 31, 2008, deadline for submission of applications.

ELIGIBILITY

Requirements for a scholarship applicant are that he or she be at least a high school senior or equivalent; age 25 or under; be a UTU member or UTUIA-insured member, the child or grandchild of a UTU member or UTUIA-insured member, or the child of a deceased UTU member or UTUIA-insured member. (If member is deceased please include date of death). UTU members or UTUIA-insured members must be U.S. residents.

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

AWARDS

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

ADMINISTRATION

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

INVEST IN THE CHANCE OF A LIFETIME

The UTUIA Scholarship Program is an open program. All eligible students, regardless of previous grades or future plans that don't happen to include college, are strongly urged to apply, to take five minutes to invest in the chance of a lifetime, the chance for a better future.

UTUIA SCHOLARSHIP DISTRICTS

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



THIS MONTH'S WINNING PHOTO:

The UTU Public Relations Department awards UTU gear to the union member who submits the best photograph during the previous months.

The winning photo will be published in the *UTU News*. Exceptional photographs will be included on the UTU Web site.

The UTU would like to see photographs or digital photographs of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local, or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to UTU News, 14600 Detroit Ave., Cleveland, OH 44107.

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

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

All photographs submitted become property of the UTU.

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



This month's winning photograph was taken by Michael W. Davis, a CSX conductor and member of Local 1518 in Indianapolis, Ind. This photo of a CSX train at sunset was taken last year along the carrier's St. Louis line between Indianapolis and Farrington, Ill., Davis said.



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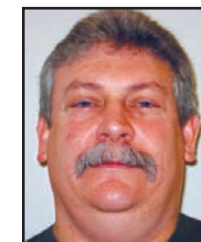


The Official Publication of the United Transportation Union

UTU members use CPR training to save lives

The UTU has always argued that members who interact with passengers, including commuter conductors, bus drivers and trolley operators, should be trained by their employers in life-saving techniques such as cardiopulmonary resuscitation (CPR).

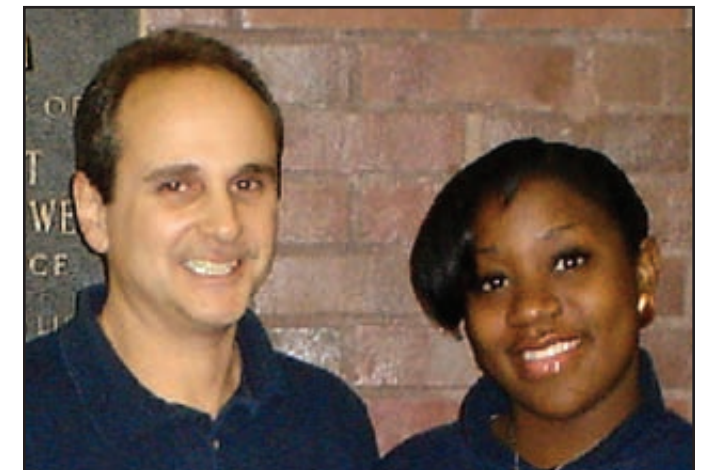
Additional proof of this seemingly self-evident fact was demonstrated recently, the first aboard a Sounder commuter train in Tacoma, Wash., the second aboard a Southeastern Pennsylvania Transportation Authority (SEPTA) bus.



Sears

In the first incident, **Ken Sears**, BNSF conductor and member of Local 556, Tacoma, Wash., probably saved a rider's life when he responded to an emergency situation while on duty in August.

As a Tacoma, Wash., Sounder train was preparing to depart its station following the Seattle Mariner's baseball game, Sears, the conductor for the special train, was notified that a passenger had collapsed and was lying on the floor of one of the coach cars.



SEPTA operators Vincent Grasso and Melissa Regis helped save a rider's life with CPR.

Sears reacted quickly and grabbed a nearby automated external defibrillator (AED) device and communicated with his engineer, Jim Kvam, to call the dispatcher and

Continued on page 10

Inside this issue of the UTU News:



NJ Transit members help holiday dreams come true. See page 2.



UTU drivers in Buffalo keep the buses rolling. See page 5.



Yardmasters keep rail traffic flowing. See pages 6, 7.



The official UTUIA scholarship application form is on page 11.