Pelosi thanks the UTU: ‘We will not forget you’

As it became evident on Election Day that Democrats would regain control of the House, UTU International President Paul Thompson and National Legislative Director James Brunkenhoefer hummed loudly, “Happy days are here again.” At the Democratic Party celebration in Washington, D.C., Rep. Nancy Pelosi (D-Calif.), expected to be the next Speaker of the House, walked to Thompson, put her arm around him, and above the noise of the crowd’s merrymaking, shouted into his ear, “Thank you so much for your help. We won’t forget the UTU.” (See Thompson’s column on Page 4.)

UTU aligns with captive shippers

Imagine a school zone where speed limits are posted, but there is no enforcement, even after children are run down.

Imagine if regulators and accountants had done their jobs at Enron and WorldCom.

Better yet, question why railroads have been permitted to merge competition out of existence, abuse their resulting market power, insert monkey wrenches into the gears of regulatory agencies, and thumb their noses at labor agreements, public safety and national security – all the while sitting Scrooge McDuck-like in their vaults counting colossal profits and handing out titanic executive bonuses.

What the hell is going on in America?

Now the rail CEOs have launched an excessively cruel and vicious attack on the crippled, the blind, the infirm and the aged by asking the Republican chairman of a key Senate committee to kill legislation intended to give disabled former railroad workers the ability to earn a small amount of outside income without jeopardizing their disability payments.

The House previously passed H.R. 5483, the Railroad Retirement Disability Earnings Act, which is scheduled for Senate consideration during a lame-duck session of Congress that

Continued on page 10

Rails work to hobble disabled

Railroad chief executive officers, who collect millions of dollars in annual salary and bonuses, have responded in a sadistic manner to the UTU’s refusal to provide massive health-care givebacks and the union’s alliance with captive rail shippers (see article at left).

So much rail capacity has been eliminated that electric utilities – despite America having a 250-year supply of cleaner-burning coal –

Continued on page 10

Member dies in accident

Darrell Clyde Thompson, a 49-year-old Union Pacific employee and member of UTU Local 31 in San Jose, Calif., was killed Fri., Oct. 13, while working on a freight train at the carrier’s yard in Watsonville.

Thompson reportedly died as a result of injuries to his legs after falling between two moving train cars. Paramedics pronounced him dead at the scene.

An autopsy report confirmed that Thompson died as a result of a traumatic amputation of both legs.

The National Transportation Safety Board, assisted by a member of the UTU Transportation Safety Team, is investigating the accident.

An account has been established for Thompson’s family by his brothers and sisters in Local 31. Those wishing to donate should send checks to the Darrell Thompson Fund c/o Wells Fargo Bank, 39265 Paseo Padre Pkwy., Fremont, CA 94538.

Time books, calendars due

Distribution of the 2007 edition of the UTU’s time books is about to begin. The books, one for railroad members, a second for bus and transit employees, are perfect for keeping track of time worked, runs completed, money earned and taxes withheld. Time books will soon be sent via mail and UPS to all local secretaries and treasurers so they can be distributed to individual members at upcoming local meetings and at crew change points. Contact your local secretary or treasurer if you do not receive your copy.

Additionally, the 2007 edition of the colorful UTU calendar will soon be mailed to all paid-up members of the UTU for Life program.

Ponder these facts:

Railroads continue to roll in money.

Consider these facts: Third-quarter earnings at CSX more than doubled. Union Pacific’s profits for the third quarter climbed 14 percent, and Burlington Northern Santa Fe’s profits jumped 22 percent.

It’s been a good year for the railroads in the U.S. for about three years, thanks to pricing power and rising volume – a winning hand that railroads have not held for 100 years.

As of late last month, the cost of Union Pacific stock had risen an incredible 64 percent; shares of BNSF and CSX jumped about 35 percent; Kansas City Southern’s stock price has leaped 29 percent; and Norfolk Southern’s soared 22 percent (versus 17 percent for Standard & Poor’s 500-stock index).

All the while they are asking their employees for givebacks in negotiations.

Continued on page 10

UTU News is the Official Publication of the United Transportation Union – The Voice of Transportation Labor

“Our efforts to elect labor-friendly lawmakers to Congress were successful beyond our dreams.”

– UTU International President Paul Thompson
Local 226, Mobley, Mo.

This Norfolk Southern local on Nov. 6 hosted a flu-shot clinic that drew 106, said Secretary & Treasurer Richard L. Harris. Sponsored by the Wahab Hospital Association, special thanks go to the association’s Bob Kimmons, Bonnie Musgrave and Carol Stinchbaugh for making the event a success.

Local 257, Morrill, Neb.

Secretary & Treasurer Thomas Jones said the members of this Union Pacific local thank the following outgoing officers for their dedication and leadership: Bill Larson (18 years as secretary & treasurer and four years as local chairperson for trainmen); Larry Murphy (nine years as vice local chairperson for trainmen); and J.C. Dixon (three years as president and four years as local chairperson for engineers).

Local 283, Portland, Ore.

At their September meeting, members of this Amtrak local paid tribute to retiring local chairperson (yard) and past president H.W. “Bill” Brothers, Secretary & Treasurer Jack Corgyn.

Local 343, Hamilton, Ont.

Scott Montani, this Canadian National Railway and Southern Ontario Railway local’s president, legislative representative, local chairperson and delegate, offered congratulations to the new slate of officers that emerged after the Oct. 15 nomination meeting.

Local 489, San Antonio, Texas

More than 100 members and their spouses from Texas and Louisiana in September attended the “Alamo City Family Rail Rights Conference,” put together by this Union Pacific local, Local 1566 and Local 857 (also UP locals in San Antonio), said Secretary & Treasurer Charles C. Ogbum. Among those addressing participants were BNSF General Chairperson Paul Tiffith (GO-193), Texas State Legislative Director Connie English, UP Vice General Chairperson Ronnie Balld (GO-927), UTU Field Supervisor Steve Simpson and UTU Auxiliary President Carol Menges.

Local 490, Princeton, Ind.

This Norfolk Southern local will hold its Fall Gold Card party for members and their spouses at 6 p.m. on Nov. 21 at the Log Inn in Warren, Ind., said Local Chairperson and President Schuyler W. Smith.

Local 500, Grand Junction, Colo.

The Grand Junction chapter of UTU for Life (Chapter 51) will hold a reorganizing meeting from 10 a.m. to noon on Nov. 20 at the Mesa Mall meeting room in Grand Junction, said chapter coordinator Art Kent. All retired and active rail workers and their spouses are welcome regardless of craft affiliation. For information, contact Brother Kent at (970) 740-4066 or send e-mail to him at artk1234@aol.com.

Local 593, Victoria, Texas

Members of this Union Pacific local are mourning the Oct. 18 death of retired conductor George J. Harris, said Local Chairperson David J. Blauda, who also serves as delegate and legislative representative. Harris served as the local’s president for 20 years.

Local 1201, Stockton, Calif.

The president of this Union Pacific local, Bob Sharpe, passed away Oct. 5 while inspecting his train for a possible defect, said Nevada Assistant Secretary & Treasurer Robert Sharpe. Many among those attending the funeral who recently retired, including L. M. Teuton, I. Cantu, White, I. Cunti, L. D. Wood and H.B. Warren. Meanwhile, Rob LeBlanc now serves as secretary and treasurer, and the local has a new Web site at www.utu513.com, said Local President Gary Clements.

Local 1565, W. Hollywood, Calif.

Legislative Rep. Kevin Devlin congratulated the members of this Los Angeles Metro local who recently participated in the LACMTA Bus Rodeo. Among participants, distinguishing themselves were Fabrizio Consevas (Div. 15, rank #9), Eddie Valles (Div. 15, rank #10) and Manuel Hernandez (Div. 7, rank #13), Mimi Pereira (Div. 25, rank #20) and Aldo Aleman (Div. 15, rank #15).

Local 1570, Roseville, Calif.

Members are mourning the death of Union Pacific conductor Darrell O’Callaghan, who passed away Oct. 5 after battling cancer for a possible defect, said Nevada Assistant Secretary & Treasurer Robert Sharpe. Many among those attending the funeral who recently retired, including L. M. Teuton, I. Cantu, White, I. Cunti, L. D. Wood and H.B. Warren. Meanwhile, Rob LeBlanc now serves as secretary and treasurer, and the local has a new Web site at www.utu513.com, said Local President Gary Clements.

Local 1778, N. Vancouver, B.C.

The bargaining committee representing this local and Local 1923 (Prince George, B.C.) joined with International Vice President Bob Bachman to round up prizes for the event. The illness of President and Vice President Robert Robertson and Sylvia LeBlanc of Local 1923. Meanwhile, Moorhouse and Holiday are among the United Steelworkers teaming up with the United Steelworkers to lobby for passage of a measure prohibiting the use of replacement workers during a legal strike or lockout in the federal sector.

Local 1933, Washington, D.C.

Members of this Amtrak local on Oct. 8 enjoyed their annual picnic, said Local Chairperson and Delegate Ray Cunning-ham, who also serves as director of the UTU Human Rights Committee. The local also participated in a town hall meeting Sept. 15 that drew more than 200, including Alternate U.S. National Legislative Director Jim Stem, General Chairperson A.L. Suezo (1976) and officers of Local 838 (Philadelphia, Pa.), Local 1370 (New York, N.Y.), Local 1470 (Edmonton, Md.) and Local 1522 (Washington, D.C.).

UTU Aux. Lodge 81, Phoenix, Ariz.

Members last month held a raffle to benefit State Legislative Director Scott Olson’s son-in-law, Lee Prins Jr., who has been seriously ill since January 2006. Olson offered his gratitude to Lodge President LaDonna Boyd and the officers and members of the group who rounded up prizes for the event. The illness of Princess’s daughter, who passed away in the first four months, seriously impacting the family of four, who appreciate the support they’ve received from their UTU family.

Roland Krapf, recently put out a call to this local’s members for donations to help the widow of Darrell Thompson, said Daryl Stinchfield, who serves Local 492 in Sacramento as local chairperson, secretary, treasurer and delegate. Brother Thompson, a member of Local 31 in San Jose, Calif., died in a rail yard accident on Oct. 13. (See News & Notes on Page 1.) For information, contact Krapf at (202) 474-6684 or by writing to him at rolandkrapf@sbcglobal.net.

Local 1313, Amarillo, Texas

The roster of this BNSF Railway local has grown by 36 people this year, said Local Chairperson Gary Clements, inviting them to become involved with the UTU. Clements also offered best wishes to 10 members who recently retired, including R.A. Harris, G.D. Geroux, F.J. Tatsen, G.W. Nigh, L.M. Teuton, N.A. Greer, B.D. White, L. Cantu, L.D. Wood and H.B. Warren. Meanwhile, Robin Duncan now serves as secretary and treasurer, and the local has a new Web site at www.utu513.com, said Local President and Vice President R.A. Harris.
Train crews will be less likely to suffer problems with hearing loss as the result of revised federal standards aimed at enhancing the safety and well-being of railroad employees by limiting the hazardous levels of cab noise. Federal Railroad Administrator Joseph H. Boardman announced last month.

“Locomotive engineers, conductors, and other rail employees shouldn’t have to run the risk of hearing loss just for doing their jobs,” Boardman said. “Reducing noise will safeguard train crews and can help improve overall rail safety.”

Boardman said that the final rule will directly affect approximately 80,000 rail employees and amends existing federal noise standards to require that railroads perform routine noise monitoring and provide training to employees in hearing-loss prevention. In addition, train crews are required to use hearing protection.

The final rule also requires the integration of noise reduction features into the design, manufacture and maintenance of locomotives, Boardman said. This includes standards for better insulation, relocation of air-brake exhaust piping and a reduction in vibration from cab equipment.

Also, FRA said it believes these changes will reduce the incidence of noise-induced hearing loss, which may improve train crew communication as well as reduce the risk of accidents caused by occupational stress and fatigue.

“This regulation has been a long time in coming – too long,” UTU National Legislative Director James Brunkenhoefer said. “Many railroaders have suffered permanent hearing loss while waiting. This delay was caused due to the handiwork of the railroads who did not want to make the necessary changes. It is my belief that the railroads became more involved when they recognized that making the necessary changes was cheaper than paying the hearing-loss claims.”

FRA is requiring railroads to conduct noise monitoring and to implement a hearing conservation program for railroad operating employees whose noise exposure equals or exceeds an eight-hour time-weighted average of 85 decibels.

FRA said the primary responsibility for compliance with this regulation lies with employers, i.e., railroads. This regulation requires railroads to develop and implement a noise monitoring program; administer a hearing conservation program; establish and maintain an audiometric testing program; administer a medical program for audiometric testing; and provide audiometric testing once every three years.

For outpatient care call toll-free (866) 850-6212 between Dec. 1, 2006, and Jan. 31, 2007, to request your transition benefit. You do not have to do anything; ValueOptions will continue under the current ValueOptions plan for in-network treatment after Jan. 1, 2007, coverage will continue under the current ValueOptions plan until discharge, or until Jan. 31, 2007, whichever comes first.

For inpatient care, if you are hospitalized, or are being treated on an intermediate-care basis (i.e., residential, partial/day, intensive outpatient) prior to Jan. 1, 2007, and are still in treatment after Jan. 1, 2007, coverage will continue under the current ValueOptions plan until discharge, or until Jan. 31, 2007, whichever comes first.

You do not have to do anything; ValueOptions and UBH will work together to ensure that you have a smooth transition and to coordinate your continued treatment.

See the UTU Web site for questions and answers on this changeover.
Your efforts paid off

By Paul Thompson
International President

Our efforts to elect labor-friendly lawmakers to Congress were successful beyond our dreams.

Very special thanks are due our state directors, general chairpersons, local legislative reps and local officers for helping to get out the vote for labor-friendly candidates, which made the difference in many tight races. Our members should be especially proud of their role in helping to elect so many new labor-friendly lawmakers.

We are a bi-partisan union and we have friends in the Republican Party. But the fact is, we have more friends in the Democratic Party. As always, we will work with all our friends in Congress.

Significantly, the Democratic victory on Election Day means the fiercely pro-labor Rep. Jim Oberstar (D-Minn.) will become chairman of the House Transportation & Infrastructure Committee, which has oversight of railroads.

Expected to chair the Railroad Subcommittee is Rep. Corrine Brown (D-Fla.), whose brother is employed by CSX and is a UTU member.

A Congress with a labor-friendly majority will be more interested in fixing Amtrak than killing it.

We expect new labor-friendly lawmakers will take an interest in fixing the problem with commercial drivers’ licenses that puts bus operators in danger of losing their livelihoods for minor infractions while operating personal automobiles.

We expect an early order of business for the new Congress next year will be a rail-safety bill, with a strong focus on train-crew fatigue and adequate training.

We will also push for congressional hearings on the horrible abuse by carriers of rail workers.

It is disgraceful that carriers delay medical treatment in order to give injured employees the third degree while they are in pain, in hopes of creating a record that shifts blame to the injured employee.

We must expose how the carriers pay bonuses to managers who keep the injured-employee count down, which creates an improper incentive to engage in intimidating and harassment.

We will work to educate our new friends in Congress about the physical and mental effects of 30-day availability policies, 60-hour and more work weeks, fluctuating start times, a constant state of jet lag, constant threats of discipline for the most minor of infractions and facing job loss for taking a rare day off to attend a special family event.

We agree with the Federal Railroad Administration that fatigued and insufficient employee training contribute to many accidents. We will ask Congress to force railroads to discuss these problems at the bargaining table — something the railroads have steadfastly refused to do.

Pay to prove you are not a terrorist? Ouch

You will soon be hearing more about Transportation Worker Identification Credentials, or TWICs. They are a product of the Bush administration’s post-9/11 Department of Homeland Security.

The idea is simple: require transportation workers to prove they are not terrorists. In theory, this sounds good, but the devil is in the details.

In the name of national security, each transportation worker will have to have a TWIC. After you have filled out the application, and submitted it with a fee from your pocket, there will be a thorough background check, including a review of criminal records, to ensure that you are not a threat to the nation’s security.

That’s right — you pay a fee to get a card to prove who you are so that you can keep doing what you are already doing. All in the name of security.

Initially, the TWIC program will be limited to port workers, including some rail employees who must enter port facilities. But already there is talk in Washington of extending the TWIC program to all workers in the rail and transit industries.

This is the Bush administration’s idea of fighting terror-

Your freedoms are being taken away to guarantee your freedom

I don’t have to tell you what their answer was. They think it is better for you to pay for a requirement you didn’t ask for. You see, they believe that business — especially railroads, which are swimming in record profits — just can’t afford it.

In the name of fighting terrorism, it appears that the Bush administration wants to delve into every body’s personal life. Once again, old mistakes that you paid for years ago will be on the table. Of course, they believe that this is necessary to ensure national security.

Where have we heard this before? Some would say that your freedoms are being taken away to guarantee your freedom. But one thing we know for sure, and that is whose side the Bush Administration is on, which is not the side of workers.
New Jersey
The UTU, and New Jersey State Legislative Director Dan O’Connell, is being credited by a congressional lawmaker as having helped engineer passage of a $25-million boost in federal rail and transit security funding.

O’Connell also is working to ensure much of the money is used for “increased training” of operating employees who are “the first line of defense” where passengers travel by rail and bus.

Rep. Rush Holt (D-N.J.) who spearheaded the House effort to include this funding in the 2007 budget for the Department of Homeland Security, singled out the UTU and O’Connell for efforts at keeping pressure on Democrats and Republicans in the House and Senate to support the Holt amendment.

The 2007 budget for rail and transit security funding will now total some $175 million because of the UTU’s efforts.

O’Connell said he also supports developing “new technology to make our nation’s transit system safer and more secure.

“The UTU looks forward to working together with state and federal lawmakers to accomplish just that.”

Holt said some of the projects likely to be funded by the increase include canine teams ($570,000 each), hazardous-substance vapor tracers ($30,000 each) and radiation paper ($570 each).

Since 9/11, Congress has appropriated nearly $30 billion for aviation security, compared to just over $620 million for transit security.

Yet, according to the American Public Transportation Association, every weekday people use public transportation vehicles over 32 million times – more than 16 times the number of daily travelers on the nation’s airlines.

Tennessee
State Legislative Director Jerry Anderton has been re-appointed by Gov. Bredesen to the state’s Workforce Development Board.

“I was first appointed to the board in 2003 and serve as the member representing organized labor. I currently serve as vice chairperson of the Planning Committee,” Anderton said.

“Our focus is to promote support for the future vocational training requirements in Tennessee to ensure that our workers do not fall behind the curve of technological advances.

A well-educated and highly trained workforce is a prime requirement for industries seeking a new location as well as being essential for existing companies to remain successful.

“Our objective is to ensure that the proper training is available for everyone, from those just entering the workforce to the more experienced worker who may need to advance or to develop new skills for a different job,” Anderton said.

Texas
Thanks to record Asian imports, high energy prices and a shortage of truckers, business is booming for American railroads, but UTU’s Texas State Legislative Director Connie English believes such success comes with a price.

Demand for rail services in Texas and nationwide is greater than it has been in more than 60 years, but that is taxing the people who do the work, English said.

Railroads say they can do more with fewer people because they’re more efficient. That increased efficiency comes at a price, according to English.

In a recent news article, he describes railroad as a lifestyle in which seven-day, 70- to 80-hour workweeks – and 2 a.m. phone calls – are the norm.

“You get fatigued,” English said. “You’re still going to respond, but not as fast as you would if you were rested.”

In the past year, UP has added 1,200 people to work on its trains, engine and yard operations nationwide and is looking to hire about 70 employees in the San Antonio area alone.

English told the newspaper that despite the hiring, problems with manpower shortages and inadequate training persist.

California
Norm Lucas, secretary of the California State Legislative Board, said the board has recently revised and updated its Web page. The site contains news items, political endorsements, access to train rules and regulations and links to other Web sites of interest. The address is www.utuscslb.org.

‘Good old days’ are here, today
Nostalgia is big these days. But do we really want to bring back the “good old days”?

I remember those days of freshly starched and neatly ironed uniforms you might have seen in an old “The Adventures of Ozzie and Harriet” television episode.

The reality, however, was working for a few cents per mile, having to make up sick days, and getting a week’s vacation, at best. Putting food on the table usually meant endless dinners and a new pair of shoes for the children at Christmas time – maybe!

Decent contracts back then were few because labor unions were struggling to gain recognition. The “boss man” held the upper hand and made us feel “lucky” to have a job. And to keep that job having to meet the “boss man” happy, which meant drivers and their families almost never were happy.

The “good old days” meant working more than 40 hours a week, constant fatigue and buses that often were not safe to operate.

Unions have now helped the bus industry operate and treats its employees. We now have more of a say in the workplace, greater protections, and a better quality of life compared with the so-called “good old days.”

Of course, the “boss man” still tries to keep pay and benefits down. And drivers without a union on their side still suffer a lack of respect in the workplace.

All is not perfect, but it’s a lot better – and what unions do today is work to improve pay, benefits and working conditions while keeping the “boss man” from returning us to what really were the “bad old days.”

Bus Department
By Roy Arnold, vice president/director

Yardmasters
By J.R. “Jim” Cumby, vice president

We will not succumb to rails’ greediness
Arrogance, contempt and deceitfulness. That’s how I sum up the carriers’ behavior toward labor in this round of national negotiations.

To listen to the carriers’ demands, one would think they are on the verge of bankruptcy, struggling to meet payroll and borrowing enough to fuel the locomotives one more day. In fact, the carriers are awash in the greatest profits in their history – and Wall Street analysts predict those profits will continue to soar into the foreseeable future.

So, in the face of these massive profits, which finance million-dollar plus bonuses for top executives, what are the carriers asking from labor? Givebacks!

Meanwhile, the carriers are pleading with Congress for tax credits of some $400 million annually. We think not. An industry that lines it pockets is not worthy of any tax break.

In October, the carriers launched an attack on employee and retiree health-care benefits, demanding almost $200 million in giveaways from the UTU alone. The carriers have found a new way to spell “greed” – “r-a-i-l-r-o-a-d-s.”

Meanwhile, the carriers are pleading with Congress for tax credits of some $400 million annually. We think not. An industry that lines it pockets should not be avoiding taxes while the “little people” pay them. We also think there is merit in the captive shippers’ demands that regulators do more to control the railroads monopolist treatment of their customers.

The railroad industry is acting as if it were back in the age of robber barons, before laws and rules were adopted to control outrageous corporate conduct.

Please pay special attention to the UTU Web site for updates on how the UTU is fighting back. In the coming months, it is likely we will be calling on members and retirees for help in convincing Congress that railroads have spit the bit and must be lassoed anew.

Florida
Picture above are some of the UTU members who recently attended classes at the National Labor College on the safe shipment of hazardous materials and how to increase the safety of railroad employees. They are (from row, left to right) Michael Hayes (Trustee, L-1904, Houston), Greg Hynes (Arizona assistant state legislative director), Ruben Gonzalez (L-1846, West Colton, Calif.), (back row, left to right) Richard Robinson (L-1904, Houston); David Mauldin (secretary/treasurer, L-312, Pensacola, Fl.), Billy Mag (yardmaster, L-1971, Atlanta, Ga.) and Florida State Legislative Director Andrea Trajillo.
About the UTU, Its History and Its Predecessors

Progress Through Unity is a brief history of the UTU. This history makes clear why working men and women, represented by the United Transportation Union, can hold their heads high while working under the best labor contracts available.

Because of the work, sweat and tears of those union organizers and members who came before you, you know that every day on the job you are fighting battles with the employer by yourself. You don’t have to worry about not knowing what safety regulations apply to the job and you don’t have to worry about being fired if you unionize whether you have been paid properly. You don’t have to worry about the company imposing discipline for no other reason than a supervisor doesn’t like you. This is because the United Transportation Union stands behind you.

The UTU has led efforts toward historical events for the benefit of working men and women of North America. The UTU will continue to be a leader among unions to ensure that you and your family enjoy “progress through unity,” which is the UTU motto—your assurance of improved wages, benefits, working conditions and quality of life.

The Transportation Occupation Handbook outlines the background of the UTU and its objectives, purposes and aims. It also describes the jobs and working conditions of employees represented by the UTU.

The purpose of the booklet Why You Should Join a Union is to acquaint you with your rights under the law as determined by the Supreme Court, the federal courts and the National Labor Relations Board (NLRB). It is meant primarily for those in the bus and mass transit industries, especially for those in occupations not covered by the Railway Labor Act. Read it carefully. You will find that you are protected in many ways when you join the United Transportation Union.

The booklet will explain how your employer violates the law if the employer should fire you, discipline you or threaten you if you are a member of a union. If you are a member of a union, you must protect yourself and your family and take advantage of the benefits you are entitled to.

In its continuing effort to inform and assist members, as well as those seeking union representation, the UTU has made available on its Web site a variety of UTU publications.

The publications are in Adobe’s portable document format (PDF) and the free Adobe Reader® is required to view and print the publications. The reader can be obtained by visiting the Adobe Web site at www.adobe.com and clicking on “Get Adobe Reader.” Be sure to select the proper version for your computer’s operating system.

The UTU Online Videos

Labor and Railroads explores the struggle between labor unions and the railroads, both in the present and the past. To view the video, you must have Windows Media Player installed on your computer. If you do not have the Media Player installed on your computer, you can obtain it by visiting Microsoft’s Web site at www.microsoft.com, clicking on Downloads, then clicking on Windows Media. Select the proper Media Player for your computer’s operating system.

The U in Union is You examines the benefits of UTU membership and the need for individual UTU members to become involved in the activities of their union. This video can be viewed using either Windows Media Player or the QuickTime Player on a computer running the Macintosh operating system.

Together in Labor Solidarity – This selection is a video that was presented to UTU members and guests participating at the regional meetings in 2006. The video explains the UTU’s recent return to the AFL-CIO and its renewed commitment to labor solidarity with other rail labor organizations.

Two versions of the video are available: a high-resolution video for persons using a broadband Internet connection such as cable or DSL, and a compressed version for persons using a dial-up Internet connection. Click on the appropriate version for your Internet service connection.

In its continuing effort to inform and assist members, as well as those seeking union representation, the UTU has made available on its Web site a variety of UTU publications.

The UTU Online Videos

Labor and Railroads explores the struggle between labor unions and the railroads, both in the present and the past. To view the video, you must have Windows Media Player installed on your computer. If you do not have the Media Player installed on your computer, you can obtain it by visiting Microsoft’s Web site at www.microsoft.com, clicking on Downloads, then clicking on Windows Media. Select the proper Media Player for your computer’s operating system.

The U in Union is You examines the benefits of UTU membership and the need for individual UTU members to become involved in the activities of their union. This video can be viewed using either Windows Media Player or the QuickTime Player on a computer running the Macintosh operating system.

Together in Labor Solidarity – This selection is a video that was presented to UTU members and guests participating at the regional meetings in 2006. The video explains the UTU’s recent return to the AFL-CIO and its renewed commitment to labor solidarity with other rail labor organizations.

Two versions of the video are available: a high-resolution video for persons using a broadband Internet connection such as cable or DSL, and a compressed version for persons using a dial-up Internet connection. Click on the appropriate version for your Internet service connection.

The UTU Online Videos

Labor and Railroads explores the struggle between labor unions and the railroads, both in the present and the past. To view the video, you must have Windows Media Player installed on your computer. If you do not have the Media Player installed on your computer, you can obtain it by visiting Microsoft’s Web site at www.microsoft.com, clicking on Downloads, then clicking on Windows Media. Select the proper Media Player for your computer’s operating system.

The U in Union is You examines the benefits of UTU membership and the need for individual UTU members to become involved in the activities of their union. This video can be viewed using either Windows Media Player or the QuickTime Player on a computer running the Macintosh operating system.

Together in Labor Solidarity – This selection is a video that was presented to UTU members and guests participating at the regional meetings in 2006. The video explains the UTU’s recent return to the AFL-CIO and its renewed commitment to labor solidarity with other rail labor organizations.

Two versions of the video are available: a high-resolution video for persons using a broadband Internet connection such as cable or DSL, and a compressed version for persons using a dial-up Internet connection. Click on the appropriate version for your Internet service connection.

Investigations, Pursuing Claims and Grievances

A Manual for Rail Local Chairpersons in the United States contains a brief history of railroad unions, a synopsis of the UTU’s structure and the local chairperson’s role in it, the union’s recommendations on the proper procedures for pursuing time claims and other grievances, and an overview of federal legislation governing the railroad industry up to and including the Railway Labor Act.

This manual also looks at the local chairperson’s role as a negotiator, organizer, educator and leader in his or her local committee and examines the parts of the UTU Constitution that are relevant to the local chairperson carrying out his or her responsibilities.

Every rail local chairperson should read the manual prior to assuming the duties of the office.

The text of You Are Herby Notified – The Role of the Representative was prepared by the late Diane Beeler, a member of the United Transportation Union and the faculty of the Industrial Labor Relations Department at Roosevelt University, Chicago, Ill.

Every successful representative should know the defendant’s rights as they have been defined in the law, understand the principles basic to the investigation rule, and combine this knowledge, together with a practical ability to handle people and situations with mastery, so that he can accomplish his purpose.

This handbook will assist in that matter and in providing the member with the best representation possible.

The mechanism that will bring a 3.3 percent cost-of-living adjustment (COLA) to Social Security beneficiaries in 2007 will also boost benefits collected by Railroad Retirement beneficiaries, the U.S. Railroad Retirement Board said.

Monthly Social Security and Supplemental Security Income (SSI) benefits will increase 3.3 percent in 2007, the Social Security Administration said.

That means Railroad Retirement Tier I benefits, like Social Security benefits, will rise 3.3 percent, while Tier II benefits will increase 1.1 percent, which is 32.5 percent of the CPI rise.

The vested dual benefits and supplemental annuities paid by the RRBC are not adjusted for the CPI rise.

In January 2007, the average regular Railroad Retirement employee annuity will increase $48 a month to $1,876 and the average of combined benefits for an employee and spouse will increase $65 a month to $2,622.

For the average Social Security beneficiary, the COLA will mean an average monthly increase of $33, raising the average monthly benefit from $1,011 currently to $1,044. The average retired couple receiving Social Security will see their monthly check go from $1,658 to $1,713.

The standard SSI payment will go from $603 per month for an individual to $623, and from $904 to $934 for a couple.

For those aged 65 and older, the exempt earnings amount rises to $12,960 from $12,840 in 2006. For beneficiaries attaining full retirement age in 2007, the exempt earnings amount for the months before the month full retirement age is attained, rises to $33,440 in 2007.

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.

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hurt, Thomas J.</td>
<td>Bladell, N.Y.</td>
</tr>
<tr>
<td>148</td>
<td>Fink Jr., Acie E.</td>
<td>Virginia Beach, Va.</td>
</tr>
<tr>
<td>171</td>
<td>Coyle, William D.</td>
<td>Lakeland, Fla.</td>
</tr>
<tr>
<td>171</td>
<td>Ulhman on Jedy</td>
<td>South Beloit, Ill.</td>
</tr>
<tr>
<td>228</td>
<td>Hurd, James A.</td>
<td>Portland, Ore.</td>
</tr>
<tr>
<td>337</td>
<td>Murphy, Edward P.</td>
<td>Owasso, Ind.</td>
</tr>
<tr>
<td>375</td>
<td>To learn more about UTU For Life and its benefits, contact the UTU International at (216) 228-9400, or visit the UTU’s Web site at <a href="http://www.utu.org">www.utu.org</a> and click on “UTU FOR LIFE.” Retirees with e-mail addresses are urged to register on the Web site to receive the latest news on program benefits, chapter meetings and political action alerts.</td>
<td></td>
</tr>
<tr>
<td>805</td>
<td>Lavender, Robert C.</td>
<td>Santa Clara, Calif.</td>
</tr>
<tr>
<td>987</td>
<td>Reighard, Ralph J.</td>
<td>Deland, Fla.</td>
</tr>
<tr>
<td>1002</td>
<td>Mountain, William J.</td>
<td>San Diego, Calif.</td>
</tr>
<tr>
<td>1014</td>
<td>Wright, Harold G.</td>
<td>Spokane, Wash.</td>
</tr>
<tr>
<td>590</td>
<td>Cooper, James W.</td>
<td>South Beloit, Ill.</td>
</tr>
</tbody>
</table>


Following 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.

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hurt, Thomas J.</td>
<td>Bladell, N.Y.</td>
</tr>
<tr>
<td>148</td>
<td>Fink Jr., Acie E.</td>
<td>Virginia Beach, Va.</td>
</tr>
<tr>
<td>171</td>
<td>Coyle, William D.</td>
<td>Lakeland, Fla.</td>
</tr>
<tr>
<td>171</td>
<td>Ulhman on Jedy</td>
<td>South Beloit, Ill.</td>
</tr>
<tr>
<td>228</td>
<td>Hurd, James A.</td>
<td>Portland, Ore.</td>
</tr>
<tr>
<td>337</td>
<td>Murphy, Edward P.</td>
<td>Owasso, Ind.</td>
</tr>
<tr>
<td>375</td>
<td>To learn more about UTU For Life and its benefits, contact the UTU International at (216) 228-9400, or visit the UTU’s Web site at <a href="http://www.utu.org">www.utu.org</a> and click on “UTU FOR LIFE.” Retirees with e-mail addresses are urged to register on the Web site to receive the latest news on program benefits, chapter meetings and political action alerts.</td>
<td></td>
</tr>
<tr>
<td>805</td>
<td>Lavender, Robert C.</td>
<td>Santa Clara, Calif.</td>
</tr>
<tr>
<td>987</td>
<td>Reighard, Ralph J.</td>
<td>Deland, Fla.</td>
</tr>
<tr>
<td>1002</td>
<td>Mountain, William J.</td>
<td>San Diego, Calif.</td>
</tr>
<tr>
<td>590</td>
<td>Cooper, James W.</td>
<td>South Beloit, Ill.</td>
</tr>
</tbody>
</table>


Following 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.

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hurt, Thomas J.</td>
<td>Bladell, N.Y.</td>
</tr>
<tr>
<td>148</td>
<td>Fink Jr., Acie E.</td>
<td>Virginia Beach, Va.</td>
</tr>
<tr>
<td>171</td>
<td>Coyle, William D.</td>
<td>Lakeland, Fla.</td>
</tr>
<tr>
<td>171</td>
<td>Ulhman on Jedy</td>
<td>South Beloit, Ill.</td>
</tr>
<tr>
<td>228</td>
<td>Hurd, James A.</td>
<td>Portland, Ore.</td>
</tr>
<tr>
<td>337</td>
<td>Murphy, Edward P.</td>
<td>Owasso, Ind.</td>
</tr>
<tr>
<td>375</td>
<td>To learn more about UTU For Life and its benefits, contact the UTU International at (216) 228-9400, or visit the UTU’s Web site at <a href="http://www.utu.org">www.utu.org</a> and click on “UTU FOR LIFE.” Retirees with e-mail addresses are urged to register on the Web site to receive the latest news on program benefits, chapter meetings and political action alerts.</td>
<td></td>
</tr>
<tr>
<td>805</td>
<td>Lavender, Robert C.</td>
<td>Santa Clara, Calif.</td>
</tr>
<tr>
<td>987</td>
<td>Reighard, Ralph J.</td>
<td>Deland, Fla.</td>
</tr>
<tr>
<td>1002</td>
<td>Mountain, William J.</td>
<td>San Diego, Calif.</td>
</tr>
<tr>
<td>590</td>
<td>Cooper, James W.</td>
<td>South Beloit, Ill.</td>
</tr>
</tbody>
</table>


Following 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.

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hurt, Thomas J.</td>
<td>Bladell, N.Y.</td>
</tr>
<tr>
<td>148</td>
<td>Fink Jr., Acie E.</td>
<td>Virginia Beach, Va.</td>
</tr>
<tr>
<td>171</td>
<td>Coyle, William D.</td>
<td>Lakeland, Fla.</td>
</tr>
<tr>
<td>171</td>
<td>Ulhman on Jedy</td>
<td>South Beloit, Ill.</td>
</tr>
<tr>
<td>228</td>
<td>Hurd, James A.</td>
<td>Portland, Ore.</td>
</tr>
<tr>
<td>337</td>
<td>Murphy, Edward P.</td>
<td>Owasso, Ind.</td>
</tr>
<tr>
<td>375</td>
<td>To learn more about UTU For Life and its benefits, contact the UTU International at (216) 228-9400, or visit the UTU’s Web site at <a href="http://www.utu.org">www.utu.org</a> and click on “UTU FOR LIFE.” Retirees with e-mail addresses are urged to register on the Web site to receive the latest news on program benefits, chapter meetings and political action alerts.</td>
<td></td>
</tr>
<tr>
<td>805</td>
<td>Lavender, Robert C.</td>
<td>Santa Clara, Calif.</td>
</tr>
<tr>
<td>987</td>
<td>Reighard, Ralph J.</td>
<td>Deland, Fla.</td>
</tr>
<tr>
<td>1002</td>
<td>Mountain, William J.</td>
<td>San Diego, Calif.</td>
</tr>
<tr>
<td>590</td>
<td>Cooper, James W.</td>
<td>South Beloit, Ill.</td>
</tr>
</tbody>
</table>


Following 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.

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hurt, Thomas J.</td>
<td>Bladell, N.Y.</td>
</tr>
<tr>
<td>148</td>
<td>Fink Jr., Acie E.</td>
<td>Virginia Beach, Va.</td>
</tr>
<tr>
<td>171</td>
<td>Coyle, William D.</td>
<td>Lakeland, Fla.</td>
</tr>
<tr>
<td>171</td>
<td>Ulhman on Jedy</td>
<td>South Beloit, Ill.</td>
</tr>
<tr>
<td>228</td>
<td>Hurd, James A.</td>
<td>Portland, Ore.</td>
</tr>
<tr>
<td>337</td>
<td>Murphy, Edward P.</td>
<td>Owasso, Ind.</td>
</tr>
<tr>
<td>375</td>
<td>To learn more about UTU For Life and its benefits, contact the UTU International at (216) 228-9400, or visit the UTU’s Web site at <a href="http://www.utu.org">www.utu.org</a> and click on “UTU FOR LIFE.” Retirees with e-mail addresses are urged to register on the Web site to receive the latest news on program benefits, chapter meetings and political action alerts.</td>
<td></td>
</tr>
<tr>
<td>805</td>
<td>Lavender, Robert C.</td>
<td>Santa Clara, Calif.</td>
</tr>
<tr>
<td>987</td>
<td>Reighard, Ralph J.</td>
<td>Deland, Fla.</td>
</tr>
<tr>
<td>1002</td>
<td>Mountain, William J.</td>
<td>San Diego, Calif.</td>
</tr>
<tr>
<td>590</td>
<td>Cooper, James W.</td>
<td>South Beloit, Ill.</td>
</tr>
</tbody>
</table>
Have you ever stopped to think about what you could have done with the money you spent on Christmas gifts in the past? If you’re like most parents and grandparents, you go overboard. But what usually happens to those gifts? Do they end up in the corner, rarely played with — or worse yet, broken? Why not give your little ones a lasting gift this Christmas?

Permanent life insurance is a wonderful way to provide a lifetime benefit for your youngsters. What better way to show them you care! Permanent life insurance is very inexpensive at young ages, and premium-paying choices are endless, since premiums can be paid in one easy payment or over just about any period of time you select. Give a gift that keeps on giving by returning the coupon on the right, or by calling toll-free, 1-800-558-8842, for assistance from your UTUIA representative.

Why not give your little ones a lasting gift this Christmas?

The United Transportation Union Insurance Association, your union’s insurance affiliate, has four new field supervisors to serve you, and your family’s, financial-services needs. They are Aaron Combs, Charlie Skidmore, Joe Solito and Steve White.

Aaron Combs is a member of Local 1003 in Kankakee, Ill. He hired out on Conrail in July 1996 as a conductor. He became an employee of the Norfolk Southern when it purchased Conrail in 1999. He works as a locomotive engineer and conductor.

He has served his local as local chairperson and alternate legislative rep. Combs will be serving UTU members working in the Chicago area, Wisconsin, Minnesota and north-east Iowa.

“I appreciate the opportunity to serve my fellow UTU members,” Combs said. “As a local officer, I have seen the many benefits that UTUIA products provide. Now I have been given the opportunity to help share those benefits with the membership.”

Combs can be reached by phone at (815) 693-5773 or via e-mail at aaroncombs@yahoo.com.

Charlie Skidmore is a member of Local 204 in Pueblo, Colo. He began railroading in 1981. Before his elevation to the UTUIA he had been working as a conductor for the Colorado & Wyoming, a short-line carrier that serves the Pueblo area.

Skidmore has served his local as local chairperson, legislative rep., local insurance representative and assistant state legislative director.

He will be serving UTU members and their families living in southern Colorado, Kansas, Missouri, Iowa and central Illinois. Members and their families can reach Skidmore via phone at (303) 564-5616 or via e-mail at utocharlie@earthlink.net.

Joe Solito is a member of Local 1501 in New Orleans, La. He hired out as a conductor on the former Southern Pacific in 1978 and transferred to the New Orleans Public Belt in 1995, where he formerly served the union as general chairperson.

Solito will be serving UTU members and their families in Mississippi, Louisiana, Arkansas and parts of Texas, Missouri, Illinois and Tennessee.

“I want the members to know of the great products the UTUIA makes available to them,” Solito said. “All the field supervisors are there to serve the members and provide them with the best insurance for the best value. When they invest in the UTUIA, they are investing in themselves.”

Contact Solito via telephone at (504) 914-0038, fax at (985) 764-3739 or e-mail at joesolito@cox.net.

Steve White is a member of Local 1814 in Spartanburg, S.C. Prior to his appointment to the UTUIA he was a locomotive engineer for CSX Transportation. He started on the CSX in September 1995 as a conductor.

White will be serving members and their families living in Kentucky, Indiana, Ohio and Michigan.

“UTU members and their families must realize that the UTUIA is owned and operated by the members for the members,” White said.

“The insurance programs and rates are designed just for UTU members and their families. And, it is a union-owned insurance company operated by union-represented workers. No other insurance firm can make that boast.”

“I tell my brothers and sisters that, because of the dangerous nature of their jobs, regular insurance companies will raise their premiums every three to five years. With the UTUIA’s disability income protection the rates are locked in. You will pay the same at 30 years of age that you will pay when you are 60.”

White can be reached by phone at (864) 379-4562 or e-mail at sljw@wctel.net.

For complete information about the UTUIA and its many services, log onto the UTUIA Web site at www.utuia.org or call toll-free (800) 558-8842.
have to import coal from Russia and Indonesia, or use more expensive natural gas and imported oil to supply power to homes, businesses and hospitals. As capacity is eliminated, railroads cherry-pick the most valuable customers and then raise their rates higher. For every highways and barges; most shippers of bulk commodities, such as coal, grain and chemicals, can’t use trucks effectively, and most are landlocked.

Disability

Rarely do Americans want a decision from a regulatory agency more than railroad workers. Railroads recognize that Congress is expected to vote to allow benefit payments to menial work such as Wal-mart, but profits trump the point of exhaustion.

railroad workers whose prior work schedules denied them days off for weeks and months at a time and kept them away from families most weekends and holidays. They are no longer dues-paying union members, although the UTU and other transportation-labor unions helped to launch and advance the legislation.

Disability

The disabled in wheelchairs, on crutches, with guide dogs and attached to oxygen tanks are granted hundreds of millions of dollars in tax cuts. And as million-dollar-plus bonuses are paid to rail executives, carriers are demanding almost $1 billion in health-care givebacks from unionized employees.

Passive service stemming from those mergers still adversely affect shippers. And certainly there was no expectation that railroads would look to Mexico as a means of bypassing U.S. ports, exporting equipment-maintenance jobs and even laying plans to operate trains with cheap foreign labor while dumping American railroad employees onto the welfare and Medicaid rolls.

The disabled in wheelchairs, on crutches, with guide dogs and attached to oxygen tanks are granted hundreds of millions of dollars in tax cuts. And as million-dollar-plus bonuses are paid to rail executives, carriers are demanding almost $1 billion in health-care givebacks from unionized employees.

Passive service stemming from those mergers still adversely affect shippers. And certainly there was no expectation that railroads would look to Mexico as a means of bypassing U.S. ports, exporting equipment-maintenance jobs and even laying plans to operate trains with cheap foreign labor while dumping American railroad employees onto the welfare and Medicaid rolls.

Massive service failures stemming from those mergers still adversely affect shippers. And certainly there was no expectation that railroads would look to Mexico as a means of bypassing U.S. ports, exporting equipment-maintenance jobs and even laying plans to operate trains with cheap foreign labor while dumping American railroad employees onto the welfare and Medicaid rolls.

As railroads are mostly immune from the relax safety when the canary in the mine is missing. Even as rail profits soar – and are projected by Wall Street to continue to soar for years – railroads threaten not to invest in safety-related technology and increased capacity unless they are granted hundreds of millions of dollars in tax cuts.

Massive service failures stemming from those mergers still adversely affect shippers. And certainly there was no expectation that railroads would look to Mexico as a means of bypassing U.S. ports, exporting equipment-maintenance jobs and even laying plans to operate trains with cheap foreign labor while dumping American railroad employees onto the welfare and Medicaid rolls.

As railroads are mostly immune from the relax safety when the canary in the mine is missing. Even as rail profits soar – and are projected by Wall Street to continue to soar for years – railroads threaten not to invest in safety-related technology and increased capacity unless they are granted hundreds of millions of dollars in tax cuts.

Massive service failures stemming from those mergers still adversely affect shippers. And certainly there was no expectation that railroads would look to Mexico as a means of bypassing U.S. ports, exporting equipment-maintenance jobs and even laying plans to operate trains with cheap foreign labor while dumping American railroad employees onto the welfare and Medicaid rolls.

As railroads are mostly immune from the relax safety when the canary in the mine is missing. Even as rail profits soar – and are projected by Wall Street to continue to soar for years – railroads threaten not to invest in safety-related technology and increased capacity unless they are granted hundreds of millions of dollars in tax cuts.
UTU policy concerning fees objects

1. Any person covered by a UTU union shop or an agency shop agreement in the United States who elects to be a non-member has the legal right to object to political and ideological expenditures not related to collective bargaining, contract administration, or other activities germane to collective bargaining. Each non-member who objects shall pay reduced fees.

2. To the extent permitted by law, a non-member cannot participate in the selection of such delegates; or participate in the procedures by which collective bargaining agreements are ratified.

3. The following categories of expenditures are chargeable:
   a. All expenses concerning the negotiation of agreements, particularly those costs related to the preparation of the arbitrator’s three-page order.
   b. All expenses concerning the administration of agreements, particularly those costs related to the preparation of the arbitrator’s three-page order.
   c. Social activities and union business meeting expenses.
   d. Publication expenses to the extent covered by chargeable activities.

4. The International shall retain a neutral referee for the purpose of determining the percentage of expenditures that fall within the categories specified in Section 3. The amount of the expenditures shall be based on the following:
   a. All strike fund expenditures and other costs of economic action, e.g., demonstrations, general strike activity, informational picketing, etc., that benefit the bargaining unit.
   b. All legal and administrative fees and costs of the International and subordinate units maintained by the International General Secretary/Treasurer.
   c. Convention expenses and other union internal governance activities germane to collective bargaining. Each non-member who objects shall pay reduced fees.

5. After the close of the appeals period, the International General Secretary/Treasurer and the appellant(s) of the arbitrator shall give an opinion concerning the adequacy of the escrow fund. The appellant(s) shall have the option of paying a pro-rata portion of the arbitrator’s fees and expenses. The balance of such fees and expenses shall be paid by the UTU.

6. The cameras digitally record images both inside and outside the bus, constantly taping the inside and outside the bus, constantly taping accident send 17,000 U.S. children to emergency rooms each year. In 2001, a general strike activity, informational picketing, etc., that benefit the bargaining unit.

7. After the close of the appeals period, the International General Secretary/Treasurer and the appellant(s) of the arbitrator shall give an opinion concerning the adequacy of the escrow fund. The appellant(s) shall have the option of paying a pro-rata portion of the arbitrator’s fees and expenses. The balance of such fees and expenses shall be paid by the UTU.

8. The arbitrator shall commence on the first day of the month after the hearing closes. The arbitrator shall be paid by the neutral referee. The neutral referee shall also give an opinion concerning the adequacy of the escrow amounts permitted by the arbitrator.

9. Any party to the arbitration may be required to produce voluminous exhibits, summaries thereof, or such other reasonable evidence as may be necessary to support the party’s position. Such exhibits must be submitted to the arbitrator no later than the 15th day after the transcript becomes available, but in no case more than 30 days after the hearing closure.

10. A court reporter shall make a transcript of all proceedings before the arbitrator. The arbitrator shall determine the transcript of all proceedings before the arbitrator. The arbitrator shall determine the rules of the International and subordinate units for the purpose of determining the percentage of expenditures that fall within the categories specified in Section 3. The amount of the expenditures shall be based on the following:
   a. All legal and administrative fees and costs of the International and subordinate units maintained by the International General Secretary/Treasurer.
   b. All strike fund expenditures and other costs of economic action, e.g., demonstrations, general strike activity, informational picketing, etc., that benefit the bargaining unit.
   c. Convention expenses and other union internal governance activities germane to collective bargaining. Each non-member who objects shall pay reduced fees.

11. The cameras digitally record images both inside and outside the bus, constantly taping accident send 17,000 U.S. children to emergency rooms each year. In 2001, a general strike activity, informational picketing, etc., that benefit the bargaining unit.

12. Fourteen (14) days prior to the start of the first hearing, appellant(s) shall have the option of paying a pro-rata portion of the arbitrator’s fees and expenses. The balance of such fees and expenses shall be paid by the UTU.

13. The International shall have the burden of establishing that the reduced fees set forth in the neutral arbitrator’s report are lawful.

14. If the arbitrator shall determine that more than one day of hearings is necessary, hearings shall be scheduled to continue from day to day until all hearings have been completed. The parties to the appeal shall have the right to submit to the arbitrator a brief within fifteen (15) days after the transcript of the hearing is available, but in no case more than thirty (30) days after the hearing closure.

15. The arbitrator shall give full consideration to the legal requirements for chargeable expenditures and non-chargeable expenditures. The arbitrator shall distribute the costs on the basis of a percentage of chargeable activities.

16. The arbitrator shall give full consideration to the legal requirements for chargeable expenditures and non-chargeable expenditures. The arbitrator shall distribute the costs on the basis of a percentage of chargeable activities.

17. Each month thereafter for all objectors, an amount shall be put into an interest-bearing escrow account equal to 25% of the reduced monthly fees, or such other greater amount as the neutral referee may recommend. All objections from the previous year shall be paid the neutral referee’s fee calculated by the neutral referee. Persons objecting for the first time shall be sent a copy of the report prepared by the neutral referee for the previous year and shall pay the reduced fees as soon as possible.

18. When the decision of the arbitrator is announced, the amounts remaining in the escrow account shall be distributed in accordance with the decision.
November 2006

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 month. The winning photo will be published in the UTU News. Exceptional photographs will be included on the UTU website.

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 44107-4250. 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.

The UTU News is the Official Publication of the United Transportation Union

Published monthly (except for combined months of December/January and July/August) by the UNITED TRANSPORTATION UNION, 14600 DETROIT AVE., CLEVELAND, OH 44107-4250 • Periodicals postage paid at Cleveland, Ohio, and additional mailing offices • Paul C. Thompson, International President; Daniel E. Johnson, General Secretary/Treasurer • This publication available on microfilm from UMI, 300 N. Zeeb Road, Ann Arbor, MI 48106 • POSTMASTER: Send address changes to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.

www.utu.org / www.utuia.org

Inside this issue of the UTU News:

Metro driver Perez has mile-high aspirations. See page 2.

The UTU members are better prepared for haz-mat spills. See page 5.

UTU videos, publications now online. See Pages 6 and 7.

Combs, Skidmore, Solito and White, the go-to guys. See page 9.

NOVEMBER 2006

ISSN 0098-5937

Published monthly (except for combined months of December/January and July/August) by the UNITED TRANSPORTATION UNION, 14600 DETROIT AVE., CLEVELAND, OH 44107-4250 • Periodicals postage paid at Cleveland, Ohio, and additional mailing offices • Paul C. Thompson, International President; Daniel E. Johnson, General Secretary/Treasurer • This publication available on microfilm from UMI, 300 N. Zeeb Road, Ann Arbor, MI 48106 • POSTMASTER: Send address changes to UTU News, 14600 Detroit Ave., Cleveland, OH 44107-4250.

FRA urges workers to be aware of dangers as holidays near

The majority of UTU members work under conditions that are some of the most dangerous in the world. We stand next to, or ride upon, equipment that weighs more than 150 tons and is moving many miles per hour.

We push, pull and direct cars carrying such dangerous materials that one whiff could kill us, one spark could blow us sky high. Because of the unforgiving nature of our work, safety at the workplace is paramount.

That fact bears repeating as we move towards the holiday season.

This is the time of year that is most dangerous to rail operating employees, according to Joe Gallant, safety specialist with the FRA.

Since 1992, 36 switching fatalities have occurred in December and January, about 24 percent of all 151 fatalities occurring during that time, Gallant said. Since 1997, severe injuries begin increasing in November and peak in January, he said.

What if we could predict that an event is about to take place and be one step ahead as the event unfolds?

That is why paying attention to our surroundings at work, called “situational awareness,” can increase our response time to safely handle unexpected events, according to the FRA.

In other words, we need to know at all times what is going on around us.

Situational awareness starts with focused attention, meaning we are staying focused on the current situation, rather than being distracted by cellular phones, by co-workers or unnecessary radio chatter.

This focus should be directed at our surroundings, thereby making us mindful of what does and does not belong, according to the FRA.

According to studies, the factors that reduce situational awareness are: Insufficient communication; fatigue and stress; task overload, or too much work; task underload, or too little work; “Press on regardless” philosophy, and degraded operating conditions.

The next step is to look for pre-incident indicators. There are the subtle clues that something is awry. In other words, you need intuitive recognition, which is nothing more than honoring your instincts, FRA said.

You may need to identify some important survivor signals, such as suspicion. Apprehension is another.

Why are you apprehensive and looking over your shoulder? Maybe something is not right, and you instinctively know it.

Picking up on the pre-incident indicators and listening to your intuition may provide you some additional time to avoid unsafe conditions or react to events you want to avoid.

Remember, when the work ends, everyone should be able to return home safely.

www.utu.org

This month’s winning photograph was taken by Leroy Engel, a retired member of Local 202 in Denver, Colo. The photo is of a new Union Pacific locomotive painted in the livery of the Denver, Rio Grande & Western. The UP is creating a series of these “heritage” locomotives to pay tribute to the men and women of former carriers that are now part of the UP, Engel said.