Backlash against SMWIA grows

SAN ANTONIO – UTU general chairpersons, state legislative directors and local officers, representing some 45,000 UTU bus, rail, transit and Amtrak members, voted overwhelmingly at a state-of-the-union meeting held April 29 to support the legal fight against a forced merger with the Sheet Metal Workers International Association (SMWIA).

By a 122-5 vote, these UTU officers joined in solidarity with the UTU Board of Directors and UTU International President Mike Futhey, who pledged, “There will not be a merger.”

The 45,000 members represented by these UTU officers attending the San Antonio meeting total some 75 percent of the UTU’s active membership. Many other officers, who have pledged similar support, were unable to attend. A tentative merger agreement between the UTU and the SMWIA, to create an SMWIA-dominated and controlled Sheet Metal, Air, Rail and Transportation (SMART) Workers, failed to provide members information they required to make an informed vote.

Moreover, the membership vote in 2007 was procedurally flawed, making the merger agreement, by its own terms, void and terminated.

The officers who voted in San Antonio represent 75 percent of UTU members.

UTU General Chairperson Pate King (GO 680) moved from the floor that the officers vote on whether to support a UTU Board of Directors’ resolution that urged exerting “every effort to defend [the UTU] autonomy and to protect UTU members and their elected officers from the SMWIA’s illegal and hostile efforts to obtain UTU funds and property and to interfere with the UTU’s representational functions.”

Said King to the 127 UTU officers present, “Stand up and be counted.”

In recent weeks, SMWIA President Michael Sullivan intensified the SMWIA’s hostile takeover campaign by issuing knowingly false communications to UTU-represented rail carriers and UTU officers at all levels, claiming the merger had occurred.

Sullivan also demanded carriers send UTU members’ dues to the SMWIA, and that UTU officers seek Sullivan’s permission before engaging in official UTU/business or spending UTU-member dues money on activities supporting the UTU membership.

Additionally, Sullivan illegally sought to

Our members are rightfully outraged over an Arizona law giving police broad power to stop people on suspicion of being in the state illegally.

Many members urge we cancel the July regional meeting in Phoenix.

After consulting with Arizona AFL-CIO officials, our UTU Human Rights Committee, and Arizona State Legislative Director Greg Hynes, and after reviewing the contract with the unionized hotel in Arizona, UTU International President Mike Futhey, Assistant President Arty Martin and General Secretary & Treasurer Kim Thompson agreed our members’ best interests are served by not canceling the meeting.

“The majority of Arizona AFL-CIO affiliates do not believe a widespread economic boycott of Arizona is in the best interest of the working families in Arizona,” Arizona AFL-CIO Executive Director Rebekah Friend told Futhey.

“Hotel employees, among the strongest opponents of this wrong-headed state law, would suffer financially were we to cancel,” Thompson said.

“Moreover, we would have to forfeit almost a half-million dollars in union funds under provisions of the hotel contract were we to cancel. Hotel guarantees are required when scheduling such meetings, and are offset by attendee registration fees and room reservations. If we cancel, the hotel gets the money and the workers lose,” Thompson said.

Futhey said the UTU would invite an Arizona labor official to the regional meeting to update members on efforts to repeal the law, and that the UTU would lend its lobbying strength toward such efforts. “We have also joined an Arizona AFL-CIO petition asking President Obama to issue an executive order overturning the law,” Futhey said.

“As a member of the AFL-CIO Executive Council, I am also working within the federation toward efforts at overturning that law,” Futhey said.
Local 311, La Crosse, Wis.

Secretary & Treasurer Mike Dunham was recently elected to serve a two-year term as a member of the board of trustees of the village of Holmen, Wis. In other news, Dunham reports that a summer picnic was held May 12 at Hall Creek Park’s Shelter A, in Holmen, for all active and retired members of the local.

Local 394, Albany, N.Y.

Local Union Building reports that, with the assistance of Vice Local Chairperson Joe Bodner, Local Chairperson Woody Cowles has negotiated a pool agreement for the CSX contractors working from Selkirk, N.Y., to Worcester, Framingham and Boston, Mass. The agreement guarantees these contractors an assigned rest day each week, with a late mark-up if desired, the ability to drop to the bottom of the pool and an increase in their trip rate, Bullard said.

Local 490, Princeton, Ind.

Former State Legislative Director Tom Hensler reports that retired huntingburg, Ind., switchman Dennis Russell, 61, was recently married. “Our hearts and prayers go out to his wife, Sandy, and the rest of their family, during their time of sorrow,” Hensler said.

Local 492, Sacramento, Calif.

Videos of retired members of this UP local who were honored at a joint retirement dinner, along with members of Local 1570, are available for viewing at http://video.forki.com/Daryl/Stillfield. Retired member Daryl Stillfield reports. Photographs from the event can be viewed by clicking on “Photo Albums” in the left-hand menu bar, followed by “United Transportation Union Local No. 492,” then selecting “2010 Joint 1570 & 492 Retirement Dinner.”

Local 750, Knoxville, Tenn.

This Norfolk Southern local held its annual membership appreciation day last November at New Haven Park in Knoxville, Legislative Rep. Brian Houston said. This family-oriented event included food, information and fraternal activities for all. Distinguished guests included International President Mike Furrer, GO 898 Assistant General Chairperson Mark Cook, UUTUIA Field Supervisor Steve White and Designated Legal Counsel Will Moody. Pictured in the photo below, from left, are Local Chairperson Jason Roberts, James White, Cook, Moody, Local President Mike Mee, Houston, Furrer, Local Trustee Blake Keck, Local Chairperson Steve O’Fallon, White, Darrell Riche and Secretary & Treasurer Jamie Beatty.

Local 1293, Altoona, Wis.

The St. Paul (Minn.) Regional Labor Federation (RLF) collected funds for the family of the late Jon Duffy at its monthly meeting on May 12. Duffy, a member of Local 1293, died Jan. 26 while on duty at Union Pacific’s South St. Fork Yard. Members of Locals 650, 1293 and 1614 were in attendance and made contributions to the fund. UUTUIA has asked the RLF to hold the fund open for 14 days in the event any UTU or other union affiliates wish to send contributions. “The Duffy family could really use the help,” Minnesota State Legislative Director Phil Quayl said. The federation’s address is Jon Duffy Family Memorial Fund, c/o St. Paul Regional Labor Federation, 411 Main St., Ste. 201, St. Paul, MN 55102.

Local 1177, Willmar, Minn.

The Minnesota State Legislative Board, on April 8, honored retired member Gary Nelson with a brass lantern and letter of commendation for his service to the union and its members, Legislative Director Phil Quayl said. In his letter to Nelson, Quayl wrote: “You have set a high bar for all UTU members. As a conductor, safety committee advocate, consultant and volunteer in government affairs, your activism has saved lives, reduced injuries and improved railroad in Minnesota.”

Local 1570, Roseville, Calif.

Tim Keil has been elected as secretary & treasurer of this Union Pacific local, said former Secretary & Treasurer Norm Lucas, who retired May 1. Lucas hired on the Southern Pacific Northern Railroad in May 1971. The SN merged with the Western Pacific Railroad in 1985, which was subsequently purchased by the UP.

Local 1594, Upper Darby, Pa.

An article in the Delco Times recognized Red Arrow bus operators Joe Novak and Frank Daly of this local for their efforts in replacing Easter Seals donations stolen off a drug store counter on Easter Sunday. After hearing of the theft, Novak and Daly passed a hat at the 69th St. Terminal and raised $73. “It just wasn’t right. That money was for handicapped kids who depend on the donations for camps and all that stuff,” Novak said. “We decided to pool our coffee money to replace what was taken. I work with a bunch of great guys and gals. I just can’t understand what they would take it, especially on Easter Sunday, the most religious day. Not interested in publicity, Daly dropped the $73 off to Upper Darby Police Superintendent Michael Connolly, who vowed to turn it to Easter Seals officials.

Local 1813, West Colton, Calif.

The switchmen of this Union Pacific local will be holding their 31st annual golf tournament June 9 at 8 a.m. at Hidden Valley Golf Club in Corona, Calif. The $80 entry fee includes greens fees, cart, lunch and more, said President Richard Acuna. Contact Acuna at (909) 496-3981 for more information.

Local 1869, Williamson, W. Va.

The members of this Norfolk Southern local will hold their ninth annual picnic on June 26 at Grants Branch Park in Pinsonfork, Ky., starting at approximately 4 p.m., according to Local Chairperson Jimmie Browning. “We will have live music, food, games, the food you can eat and lots of door prizes to give away. We hope to see everyone there – we’ll have lots of fun,” he said.

Local 1951, Albany, N.Y.

Retired yardmaster and UTU Alumni Association member Patrick M. Grasso, age 62, died April 27, member Michael Doherty reports. He is survived by his wife, Lillian, and a daughter and son.
DOT: ‘Shift freight to railroads’

DOT wants to shift more freight off trucks and onto railroads, and has released a plan on how to get it done, according to the Journal of Commerce.

The plan would focus on major freight system corridors, curb carbon use by freight operations and use more multi-jurisdiction planning instead of letting states decide how to spend much of the federal money budgeted for them.

The effort also seeks to shift more freight out of tracking and onto railroads, build community “livability” concepts into freight facility planning and put greenhouse gas considerations firmly into freight funding and regulatory strategies.

DOT said the nation’s approach since the 21st century began has been that “policies and individual investment decisions for highways, public transit, railroads, seaports, inland waterways and air travel have often lacked an outcome-driven approach and at times conflicted with each other and with important national priorities.”

More fed dollars heading to bus systems

Some $775 million in federal funds is being allocated to the nation’s transit providers to upgrade their bus systems, according to the Department of Transportation.

Eligible expenses for the funds include purchase and rehabilitation of buses and vans, modernization of buses, bus facilities and revenue service facilities, bus-related equipment and components of transit asset management plans.

“The Federal Transit Administration is addressing the challenge of bringing our nation’s transit systems into a state of good repair head-on,” said Transportation Secretary Ray LaHood. “These funds will get us started, but we still have a long way to go."

Federal Transit Administrator Peter Rogoff said, “Well maintained, clean and reliable buses make a world of difference to the millions of Americans who rely on public transit.”

“The Obama Administration is making these funds available to ensure that financially strapped transit providers can keep buses rolling and serve the public during these difficult economic times,” Rogoff said.

NMB works to speed grievance handling

An independent, blue-ribbon committee created by the National Mediation Board (NMB) to examine the agency’s internal functions, policies and procedures has issued recommendations to keep the number of backloglogged rail and airline grievances at their lowest level in modern history.

As reported in the April issue of the UTU News, the backlog of grievances has been reduced by 86 percent.

The plan hints at what could be new ways to allocate money out of large federal accounts such as the Highway Trust Fund. As it stood, said, states and local highway agencies decide where to spend federal-aid funding and they “select projects that may or may not address pavement quality or bridge condition.”

It suggests that “if the federal government focuses its funding on federal interest areas, the states would be in a better position to maintain their transportation assets using state dollars.”

And the DOT said its freight strategy will target “the multi-modal freight corridors that connect major population centers, global gateways and other major freight generators.”

The DOT says it will also use passenger rail investments to support freight rail infrastructure, and it aims to “strategically expand the marine highway system” so it can carry more containers.

NMB General Counsel Clint Miller was a consultant, urges further improvement in speeding grievances to a timelier conclusion.

The recommendations include:

- Case loads must be periodically monitored so that backlog developers involving specific carriers or unions, efforts can be made to determine causes and solutions.

- A small working group with representatives from management, labor and the NMB should be established to systematically review grievance policies and procedures that applied from the beginning.

- The National Railroad Adjustment Board, a public law board or special boards of adjustment.

- The goal should be to streamline the process and eliminate unnecessary burdens for all parties involved.

- Labor, management and the NMB should jointly disseminate ideas for more effective management of the number of new cases entering the system.

- The budget for arbitrator salaries and travel must be maintained at the current fiscal year’s level.

- To retain qualified arbitrators, the grievance handling budget should take into account the amount needed to resolve existing and anticipated cases.

- Appropriate revisions to travel, hearing and award writing authorization policies and procedures should be periodically revised.

Rich Ross named organizing director

Bich Ross is the UTU’s new organizing director. He succeeds Johnny Nadalin, who has retired. UTU International President Mike Futhey congratulated both “as they begin their new career paths.”

Ross will be responsible for directing the activities of the organizing staff, recruiting new members and ensuring good service after new properties are organized.

A member of Local 895 in Chicago, Ross began his railroad career in 1970 as a fireman on Norfolk & Western Railway (now part of Norfolk Southern). He was promoted to engineer in 1972.

That same year, Ross was elected local chairperson. He also has held the positions of local secretary & treasurer (21 years), delegate (to eight conventions), and has been secretary of the General Committee GO 687 since 1989. For the past 35 years, Ross also has been legislative representative.

Ross and his wife, Patty, have three children and six grandchildren.

Nadalin, a member of Local 2697 in Columbus, Ohio, worked nearly 42 years in railroad service. He began as a locomotive fireman in 1968 and was promoted to engineer in 1971. He worked as a locomotive engineer in both yard and road service for the former Chesapeake & Ohio Railway, which later became the Chesie System, and then CSX.

Nadalin held the offices of local secretary & treasurer, legislative representative, secretary of the local committee of adjustment, and was a three-time delegate.

He became director of strategic planning in 1997. Nadalin said he is looking forward to spending more time with his wife of 37 years, Saundra, and son, Matthew.

“I am most grateful for having had the opportunity to serve union members in the rail, bus, and airline industries,” Nadalin said. “Serving under the direction of eight different union presidents helped me learn a lot about management styles and the need to always remember one’s roots.”

“When we forget where we came from, then we lose our ability to have the skills needed to properly serve our membership. I feel blessed to have been able to use my talents to help others understand that fact,” Nadalin said.

The UTU is a proud partner of the Union Sportsmen’s Alliance (USA), a one-of-a-kind hunting and fishing club exclusively for union members, retirees and their families.

Formed in July 2007, the USA connects union sportsmen and women of all different trades and from all across the country and gives them a place to share their hunting and fishing stories, photos, tips, experiences and more, while helping to improve and expand hunting and fishing access for all.

“At the Union Sportsmen’s Alliance, our bond with each other runs as deep as our love of the great outdoors,” Executive Director Fred Wilke said. “It’s what makes the USA so special. It is by and for union members and it comes to you with the dedicated support of the UTU.

UTU members are encouraged to explore membership in the USA. The $25 membership includes a personalized membership card; a USA-branded Buck knife (a $30 value); a one-year subscription to either Petersen’s Hunting, In-Fisherman or Guns & Ammo magazine; the quarterly Union Sportsman’s Journal; a $25 gift certificate to Beretta field gear; money-saving discounts from sporting gear manufacturers; USA decals; chances to win a gun every month and other prizes and trips; a free subscription to www.MyTopo.com only members, and full members-only access to the USA Web site.

To learn more, go to www.unionsportsmen.org or call (877) 872-2211.

“When they’re not on the job, many UTU members enjoy spending their free time outdoors,” UTU International President Mike Futhey said. “The USA enables them to join with fellow union sportsmen and women to help ensure that future generations have quality places to hunt, fish and experience the great outdoors.”

The USA is non-partisan and does not take positions on political, legislative or policy issues. Nor does the USA endorse or support any candidates or political parties.

The UTU offers union members who hunt, fish and enjoy the outdoors, the USA has the potential to be among the most cherished and tangible benefits brought to you by your union,” Myers said.

www.utu.org / www.utuia.org
Safety survey reveals big problems

W e all know that when one
wants the truth from the
iron-horse’s mouth, we ask
the rank-and-file membership.
That is especially so when it
comes to safety. I commend our Rail
Safety Task Force for going directly
to the membership for a survey
whose results are reported in the
centerfold of this issue.
Task force members Greg Hynes,
Steve Evans, Jerry Gibson and
Scott Olson (now retired) put seven
questions to members regarding on-
duty safety concerns, and received
some 1,130 responses.
Many members responded with
detailed accounts of their safety
concerns, and we will post those
responses on the UTU Web site
within the next few weeks.

What the survey revealed over-
whelmingly is that fatigue, harass-
ment and intimidation are affecting
how our members do their jobs. All
too often, fatigue, harassment and
intimidation are distracting mem-
bers from situational awareness and
placing them in harm’s way.
I find it most disturbing that
repeated operational testing, harass-
ment and working conditions are
cited by almost 75 percent of those
responding as creating on-duty dis-
tractions.
One member said it best: “We
have an increased burden thinking
of what will happen to our home
and family because of harassment
to have 10 hours of uninterrupted
rest immediately prior to being
called.”

I intend to have direct discussions
with carrier CEOs in an effort
to ensure every train and engine
employee be assured of 10 hours
uninterrupted rest immediately pri-
or to being called back to duty.

We also recognize that yard-serv-
ce employees are affected differ-
ently than train and engine employees
– that there is no evidence of fatigue
problems when they are provided
regular start times and eight hours
between shifts, which would allow
swing shifts so long as eight hours

[Note: The UTU Legal Department is
represented by the STB in the
rail labor case.]

Rail labor: Part of the solution

I am the chairman of the Surface
Transportation Board (STB). I
began this position in August
2009 upon being appointed by Pres-
ident Obama and confirmed by the
Senate.
Previously, for 16 years, I was
UTU’s associate general counsel,
handling all cases the UTU filed
before the STB, especially with
regard to labor protection.

The STB used to be called the
Interstate Commerce Commission,
but Congress abolished the ICC in
1996, dividing up its responsibil-
ities. The STB was given responsibil-
ity for economic regulation of the
nation’s freight railroads, as well as
jurisdiction over some pipeline,
motor carrier and water carrier mat-
ters. And Congress more recently
gave the board oversight of
Amtrak’s on-time performance.
The STB does not regulate safety
– that is the responsibility of the
Federal Railroad Administration,
while the National Transportation
Safety Board investigates serious
accidents and makes recommenda-
tions.

As railroads go, the bipartisan
STB has sole jurisdiction over rail-
road mergers and acquisitions, new
rail lines and line abandonments.
The STB also looks at railroad ser-
vice levels, and has the final word
on rates for captive shippers, who
depend on rail as their sole means
for transporting their goods.

The STB is charged with making
sure any changes in the railroad
industry are in the public interest.
The STB must balance the railroads’
need for adequate revenues with
shippers’ needs for reasonable rates
and service.

New York Dock labor protective
conditions. These conditions pro-
vide six years of labor protection to
these employees adversely affected
by the transaction.
Consequently, if an employee is
dismissed or displaced due to the

Rail labor is an important stake-
holder before the STB, and often
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ceedings.

First of all, when the STB
approves a merger, acquisition,
abandonment, trackage rights and
other transaction, it is also
required by statute to impose some
form of labor protection for the
employees adversely affected by
certain other transactions.

For example, in mergers, the
STB is required to impose so-called
transaction, the railroad would be
required to compensate this individ-
ual to make him or her whole in
a sense for that time period. New
York Dock, which got its name from
the first case imposing labor protection,
provides various other protective
rights, including moving expenses
and losses from home removal.

Also, New York Dock provides
that the labor union and railroad
must reach an implementing agree-
ment before the transaction can be
consummated.

This implementing agreement
can be crucial to the employees
involved because it may address
the applicable collective bargaining
agreement, seniority and where
the individual may end up working
on the railroad after the transaction.

If the parties cannot reach an
agreement, the matter can be sub-
mitted to arbitration, which is sub-
ject to review before the STB.

Due to these important rights
and how transactions subject to STB
jurisdiction can affect employees
who work on the railroad, rail labor
is a participant in many proceedings
before the STB.

Rail labor’s insights are a valuable
part of the STB process.

[UTU editors’ note: The UTU
Urban Legal Department represents
the STB members before the STB by
participat-
ing in all cases that could affect
the wages, working conditions and job
security of UTU members.

In 1996, the STB convinced
the STB, in the UP/SP merger, to
impose labor protection with.
However, employees
have yet to realize the
merger is not related to the
railroad.

[And, subsequently, the STU con-
vinced the STB, in all major
railroad merger cases, to give employees a vote on which of the labor agreements
they wanted to cover the merger operation].

www.utu.org / www.utuia.org

[Contact the STB: Phone (212) 229-9400; fax (212) 229-6755]
State Watch

News from UTU State Legislative Boards

**Minnesota**

The Minnesota Legislative Board has endorsed the campaign of state Sen. Tarrell Clark for the 6th Congressional District. Clark, a Democratic-Farmer-Labor candidate, is opposing incumbent Republican Michele Bachmann. “Our endorsement is in recognition of the outstanding work she has accomplished for the citizens of Minnesota,” State Legislative Director Phil Qualy said. “Thank you for your dedication to transportation safety and your efforts to uphold our guiding principle: ‘Let no one diminish the dignity of labor.’” In the photo above, Clark is shown with the UTU state legislative board.

**Indiana**

The UTU has been instrumental in the passage of two pieces of legislation important to members, State Legislative Director Kenny Edwards reports. “The first, HB 1069, places a union representative on the board of trustees of the Northern Indiana Commuter Transportation District. The UTU had one of its members on the board for eight years until the legislature had that position removed in 2009,” Edwards said.

“The second, SB 73, provides that a person who operates a vehicle and fails to obey the instructions of a railroad flagman to stop the vehicle before approaching a location at which a train is or may be located commits a Class C infraction. It also requires the driver of a vehicle to stop at a railroad crossing upon the approach of on-track equipment. This law will enhance the level of safety for the public as well as the railroad workers serving as flagmen at a public road crossing; this penalty is the same as disobeying a school crossing guard,” Edwards said.

**Florida**

State Legislative Director Andres Trujillo recently met with two influential representatives to discuss UTU legislative goals and to thank them for their continued support of issues important to UTU members.

In the photo above, Trujillo, center, is flanked by Florida Rep. Alicez Hastings (left) and Maryland Rep. Stars Hurt. “Hastings was a co-sponsor of the Rail Safety Improvement Act and also was instrumental in getting the Florida congressional delegation to support TriRail, which saved the jobs of many UTU members,” Trujillo said. “And Mr. Hurt praised the work of the UTU in Washington and at the state level, saying the UTU ‘did great work, and made an enormous difference’.”

**Kansas**

To prepare for future passenger rail service in the Sunflower State, the UTU lobbied hard for the passage of the Midwest Interstate Passenger Rail Compact, State Legislative Director Ty Dragoo reports.

Gov. Mark Parkinson recently signed the legislation, and Dragoo was there to witness it. The legislation authorizes the state secretary of transportation to establish and implement a passenger rail service program. The secretary would be authorized to enter into agreements with Amtrak, other rail operators, local jurisdictions, and other states.

“The bill also is aimed at helping Kansas attract further funding for passenger rail from the federal government,” Dragoo said. “The bill does not propose a revenue mechanism for funding the activities and leaves the initiation of the activities outlined in the bill to the secretary.”

**Missouri**

State Legislative Director Ken Menges recently presented Robin Carnahan, Democratic senatorial candidate, with a donation from the UTU PAC.

“We are working closely with the Carnahan campaign to target potential voters,” Menges said. “We have learned a lot about campaigning in the past few years and, by understanding how to target a select number of potential voters, we can better use our resources. “The last three U.S. senatorial races in Missouri have been decided by fewer than 30,000 votes. With more than 5,000 active and retired UTU members in Missouri, and their spouses and family members, we have nearly one-third of this amount. Every vote counts and we intend to make every UTU vote work for us and our friends,” Menges said.

“Passenger rail service in Kansas would create economic opportunities for the future, but the planning must begin now,” Parkinson said. “A strong public infrastructure system helps attract businesses and jobs to our state, and a high speed rail service is another piece in furthering our economic recovery. I am pleased to sign these two bills that will set the gears in motion for increased avenues of transportation in Kansas and the entire Midwest,” said Parkinson.

Bus general chairpersons pick new association officers

Pictured above are the new officers of UTU International Association of General Chairpersons, District 3. They are, left to right, Alvy Hughes, vice chairperson (Transit Management of Charlotte, N.C.); Local 1596, Charlotte, N.C.); Patty Snell, secretary (Evergreen Trails, Seattle; Local 181, Seattle); Waverly Harris, chairperson (Southeastern Pennsylvania Transportation Authority, Philadelphia; Local 1594, Upper Darby, Pa.), and Theresa Costantini, treasurer (Delco Transportation Company, Philadelphia; Local 172, Darby, Pa.).

During the meeting, UTU International Bus Department general chairpersons discussed issues of importance to the membership and heard from UTU International President Mike Futhay, Assistant President Arte Martin, General Counsel Clint Miller, National Legislative Director James Gisvold, Organizing Richard Ross and Bus Department Vice President Rich Deiser.

A message to UTU Bus Department members from LACMTA General Chairperson James A. Williams

Strength, unity will help us win a good contract

Contract negotiations are underway between the UTU and the Los Angeles County Metropolitan Transportation Authority (LACMTA).

As required by California law, the parties exchanged proposals prior to April 1, and, as also dictated by state law, began bargaining April 30.

The proposals exchanged were basically the same as those that resulted in the current one-year contract.

As usual, the MTA is crying poor; and in its proposed guidelines for the agency’s 2011 budget, there is absolutely no money for labor union members.

We also expect that the agency will be looking for some give-backs, but our negotiating committee is determined that despite the economic climate, we will preserve what our members already have, and explore every possible avenue to see what improvements might be made, monetarily or otherwise.

Unfortunately, the political atmosphere is not favorable because the majority of MTA board members represent the City or County of Los Angeles, whose employees have a wage freeze.

The safety and well being of our members depends on this union strongly opposing the provisions of our labor contract, and I am proud of the job this general committee’s members and officers are doing in this regard.

It is not going to be easy, but this general committee has the strength and determination to bring our members a contract that protects them and their families.

Our members deserve nothing less.
Membership responds to Safety Task Force survey

Fifty seven hardworking, dedicated railroad workers lost their lives in on-duty accidents over a 16-month period ending Dec. 31, 2009. Scores more suffered career-ending injuries.

Calling this carnage “horrendous, deeply saddening and unacceptable,” UTU International President Mike Futhey appointed a safety task force to craft an action plan to reduce rail-employee risk while on the job.

“The biggest safety issues is lack of training.”

Task force members included UTU Arizona State Legislative Director Greg Hynes; UTU Arkansas State Legislative Director Steve Evans; and Michigan State Legislative Director Jerry Gibson. Former UTU Arizona State Legislative Director Scott Olson (now retired) was also a member.

In creating the task force, Futhey said, “I expect the task force to produce an effective solution that includes best practices and techniques to improve situational awareness and keep situational awareness at its highest level.”

“If you report an on-duty injury, you are more unsafe in the carrier’s eyes than if you over-run two track warrants.”

The task force recognized that, to be effective, “it must digest concerns and suggestions of those who work in the yards and aboard trains.”

“I was tested 21 times and had 4 failures with 122 different rules and not once has an officer ever said we were doing a good job.”

The task force was given a dedicated page on the UTU Web site, where, following intensive communication with members, UTU International officers, state legislative directors, general chairpersons, local officials and FRA safety experts, it posted a series of safety alerts. Members spoke to the task force through an e-mail link.

“Trainmasters have little knowledge of railroading beyond their limited classroom training.”

The safety alerts observed that the tragic on-duty deaths and career-ending injuries did not discriminate by craft, location, years of service or age. Too often, concluded the task force, there is “an apparent loss of focus brought on by a myriad of factors, both environmental and behavioral.”

To view the five safety alerts and recommendations to members on how to improve their personal safety, go to www.utu.org and click on “Rail Safety Task Force.”

“The gotcha attitude creates an environment that is adversarial.”

Chief among those recommendations was “to be in charge of your own safety and not let others set your level of safety; and to report harassment and intimidation.”

“Being watched and the threat of being watched prevents us from focusing on our work.”

The UTU Safety Task Force also conducted a survey of members, receiving some 1,300 responses to seven questions. Throughout this centrefold are a sampling of member comments, and tables showing how members responded to the specific questions. All member comments will be published soon on the task force’s safety page.

“Managers frequently change their stories to make them fit the definition of a failure if they find out that the initial ops test failure was not a value failure under the written rule.”

Based on these member responses – which overwhelmingly revealed that members are more worried about getting in trouble than they are about getting hurt – the task force developed four additional recommendations for workplace safety that President Futhey will deliver to the carriers:

• Here is an example of good advice: “Do you feel worked up while you’re working?”

• “Do you feel you work safely?”

• “Do you feel you work safely?”

• “Do you feel you work safely?”

• “Do you feel you work safely?”

According to UTU Rail Safety Task Force

• Due to the survey, then, the task force has developed four recommendations for workplace safety that President Futhey will deliver to the carriers:

• “Failure is not a value failure under the written rule.”

• “Managers frequently change their stories to make them fit the definition of a failure if they find out that the initial ops test failure was not a value failure under the written rule.”

• “Failure is not a value failure under the written rule.”

• “Managers frequently change their stories to make them fit the definition of a failure if they find out that the initial ops test failure was not a value failure under the written rule.”

The task force urges 100% commitment to the following eight activities:

1.) Job briefings: Ensure all crew members are present for job briefings, and focus on risk assessment.

2.) Situational awareness: Constantly be aware of your surroundings and maintain situational awareness to avoid risks associated with the required tasks and work within the limits of your capabilities.

3.) On/off standing equipment: Keep hands free of other objects and maintain three-point contact, always being vigilant for equipment movement.

4.) Avoid slips, trips and falls: Keep your eyes on the footpath and report any unsafe walking conditions to your local legislative representative for handling.

5.) Radio communications: Always use proper identification, provide call counts when showing, do not engage in excessive chatter; use “over and out.”

6.) Put safety first: Performing a task safely is more important than the time it takes to complete it. The only “good move” is one done 100 percent by the rules.

7.) Ask questions: If any uncertainty arises, take the time to ask questions. Do not take risks or assume anything.

8.) Be in charge of your own safety: Do not let others set YOUR level of safety. Report harassment and intimidation.

The task force was given a dedicated page on the UTU Web site, where, following intensive communication with members, UTU International officers, state legislative directors, general chairpersons, local officials and FRA safety experts, it posted a series of safety alerts. Members spoke to the task force through an e-mail link.

“Trainmasters have little knowledge of railroading beyond their limited classroom training.”

The safety alerts observed that the tragic on-duty deaths and career-ending injuries did not discriminate by craft, location, years of service or age. Too often, concluded the task force, there is “an apparent loss of focus brought on by a myriad of factors, both environmental and behavioral.”

To view the five safety alerts and recommendations to members on how to improve their personal safety, go to www.utu.org and click on “Rail Safety Task Force.”

“The gotcha attitude creates an environment that is adversarial.”

Chief among those recommendations was “to be in charge of your own safety and not let others set your level of safety; and to report harassment and intimidation.”

“Being watched and the threat of being watched prevents us from focusing on our work.”

The UTU Safety Task Force also conducted a survey of members, receiving some 1,300 responses to seven questions. Throughout this centrefold are a sampling of member comments, and tables showing how members responded to the specific questions. All member comments will be published soon on the task force’s safety page.

“Managers frequently change their stories to make them fit the definition of a failure if they find out that the initial ops test failure was not a value failure under the written rule.”

Based on these member responses – which overwhelmingly revealed that members are more worried about getting in trouble than they are about getting hurt – the task force developed four additional recommendations for workplace safety that President Futhey will deliver to the carriers:

• “Failure is not a value failure under the written rule.”

• “Managers frequently change their stories to make them fit the definition of a failure if they find out that the initial ops test failure was not a value failure under the written rule.”

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The task force urges 100% commitment to the following eight activities:

1.) Job briefings: Ensure all crew members are present for job briefings, and focus on risk assessment.

2.) Situational awareness: Constantly be aware of your surroundings and maintain situational awareness to avoid risks associated with the required tasks and work within the limits of your capabilities.

3.) On/off standing equipment: Keep hands free of other objects and maintain three-point contact, always being vigilant for equipment movement.

4.) Avoid slips, trips and falls: Keep your eyes on the footpath and report any unsafe walking conditions to your local legislative representative for handling.

5.) Radio communications: Always use proper identification, provide call counts when showing, do not engage in excessive chatter; use “over and out.”

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“As President Futhey says in his column on page 4 of this issue, “We now have hard evidence to inform carriers that conditions exist that they must deal with and take appropriate action. If this does not bear fruit, we will do what is necessary to protect the safety of our members.”

“We have an increased burden thinking of what will happen to our home and family because of harassment and constant operational testing. It affects everyone when a few easy targets are harassed.”

www.utu.org / www.utuia.org
The UTU Alumni Association was created in 1976 to serve the retired members of the United Transportation Union. The program had over the years been called both the UTU Retiree Program and the UTU for Life Program. This program has no relation to lifetime UTU membership, which is awarded when a member retires in good standing.

The UTU Alumni Association is a voluntary, money-saving program for transportation retirees from all crafts.

UTU Alumni Association members enjoy the many benefits shown at the right.

The UTU Alumni Association is under the direction of retired Florida State Legislative Director Carl Cochran, who works every day to make sure the program serves the retired members of this union.

As a retired state director, Cochran is also in touch with state and national lawmakers who hold sway over Railroad Retirement.

He is an important aide to the UTU’s Legislative Department in protecting and improving this vital program.

Retired UTU members in the U.S. and Canada, as well as those individuals nearing retirement or interested in pension and other issues affecting transportation-labor families, are invited to participate in the UTU Alumni Association.

With annual dues set at only $9 (U.S.) per year, membership in this fast-growing program doesn’t cost—it pays!

Check out the UTU Alumni Association page on www.utu.org.

The UTU Alumni Association offers these benefits:

- The UTU News, the official publication of the UTU, covering items of interest to retired and active members, including developments affecting Railroad Retirement pensions;
- Automatic listing in The Final Call, the notice of recent deaths carried in the UTU News, as shown below;
- A UTU Alumni Association baseball-style cap with embroidered logo;
- An annual full-size UTU wall calendar, featuring beautiful transportation photos;
- Membership in the nearest Alumni Association chapter. There are 14 chapters currently holding meetings throughout the U.S. and Canada;
- Discounts on car rentals from National Car Rental in the U.S. and Canada;
- Discounts at popular lodging chains, such as Wyndham Hotels and Resorts, Days Inns, Red Roof Inns, and Super 8;
- Discounts on cellular telephones and services from AT&T;
- An important documents folder for keeping insurance policies, stock certificates;
- A 41-page UTU/UTUIA Assets Manager to keep track of financial information;
- A 36-page UTU/UTUIA Medical Manager for important medical information;
- Automatic enrollment in the UTU Travelers Club, which sponsors world-wide excursions at affordable, group rates;
- Discounts on railroad art by noted railroad artist “Scotty.”

UTU Alumni Association application

(Please print)

Name __________________________________________________________________________ Local ________________________________

Address __________________________________________________________________________

City __________ State/Province __________ ZIP __________

Phone __________ E-Mail ________________

I wish to join the UTU Alumni Association. Enclosed is a check or money order payable to “UTU Alumni Association” in the amount of $9.00 (U.S.) for one year’s dues.

Return to UTU Alumni Association, 14600 Detroit Ave., Cleveland, OH 44107-4250

T H E  F I N A L  C A L L

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

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Meier, Henry A.</td>
<td>Buffalo, N.Y.</td>
<td>496</td>
<td>Phillips, James B.</td>
<td>Portsmouth, Ohio</td>
<td>1378</td>
<td>Winder, Warren C.</td>
<td>Newark, Del.</td>
</tr>
<tr>
<td>2</td>
<td>Mierka, Lawrence E.</td>
<td>Shelby, N.C.</td>
<td>544</td>
<td>Murphy, V.</td>
<td>Havre, Mont.</td>
<td>1383</td>
<td>Boczek, Stanley</td>
<td>Oak Ridge, Tenn.</td>
</tr>
<tr>
<td>6</td>
<td>Hamer, James R.</td>
<td>Indianapolis, Ind.</td>
<td>630</td>
<td>Biliter, Paul</td>
<td>Pikeville, Ky.</td>
<td>1393</td>
<td>Berger, Valentine J.</td>
<td>Largo, Fla.</td>
</tr>
<tr>
<td>113</td>
<td>Beavers, W.F.</td>
<td>Albuquerque, N.M.</td>
<td>631</td>
<td>Dyer, James E.</td>
<td>Brunswick, Md.</td>
<td>1400</td>
<td>McCarthy, Frank H.</td>
<td>South Portland, Maine</td>
</tr>
<tr>
<td>113</td>
<td>Camp, David V.</td>
<td>Mentor, N.M.</td>
<td>762</td>
<td>Cleghorn, James O.</td>
<td>Montgomery, Ala.</td>
<td>1458</td>
<td>Howard, Clinton B.</td>
<td>Pearlard, Texas</td>
</tr>
<tr>
<td>226</td>
<td>Laughlin, Vern C.</td>
<td>Marshall, Mo.</td>
<td>832</td>
<td>Brown, Francis T.</td>
<td>Neenah, Wis.</td>
<td>1544</td>
<td>Eisman, Fred J.</td>
<td>Whittier, Calif.</td>
</tr>
<tr>
<td>378</td>
<td>Duncan, Charles W.</td>
<td>Mentor, Ohio</td>
<td>1066</td>
<td>Spilman, Ralph R.</td>
<td>Slidell, La.</td>
<td>1918</td>
<td>Leverett, Robert V.</td>
<td>El Paso, Texas</td>
</tr>
<tr>
<td>446</td>
<td>Cook, Walter C.</td>
<td>Laramie, Wyo.</td>
<td>1258</td>
<td>Wickler, Laurence F.</td>
<td>Byron, Ill.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>490</td>
<td>Russell, Dennis</td>
<td>Winslow, Ind.</td>
<td>1300</td>
<td>Pillow, Stanley E.</td>
<td>Jackson, Tenn.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The UTU Insurance Association recognizes its field supervisors and congratulates its top performers from 2009. These gentlemen have made a full-time commitment to the insurance profession in order to bring you, our members, the protection and service offered through the UTU Insurance Association. Our members purchased more than $4,000,000 of life insurance protection from the UTU in 2009 and the UTUIA paid more than $16,300,000 in benefits.

Man of the Year: Gregory F. Hale, Local 194, Elkhart, Ind.

Top Whole Life Producer: Gregory F. Hale, Local 194, Elkhart, Ind.

Top Term Life Producer: David Landstrom, Local 446, Cheyenne, Wyo.


Top Annuity Producer: Malcolm T. Morrison, Local 1011, Hamlet, N.C.

And, the UTUIA’s Million Dollar Round Table Award winners led by E. Dan McElley out of Local 500, Grand Junction, Colo.

David E. Landstrom, Local 446, Cheyenne, Wyo.
Gregory F. Hale, Local 194, Elkhart, Ind.
Serge J. Decoste, Local 1544, Maywood, Calif.
Steve M. White, Local 1814, Spartanburg, S.C.
Malcolm T. Morrison, Local 1011, Hamlet, N.C.
Donald R. Dyart, Local 1261, Atlanta, Ga.
Joseph D. Solito Jr., Local 1066, New Orleans, La.
Chris W. Fly, Local 1106, Rocky Mount, N.C.
Aaron T. Combs, Local 1003, Kankakee, Ill.

“Congratulations and thank you for your hard work and dedication to the UTU and the UTUIA,” UTU International President Mike Futhey said.

United Transportation Union 2010 budget

Pursuant to Article 19 of the UTU Constitution, below is the 2010 budget for the United Transportation Union.

<table>
<thead>
<tr>
<th>International funds</th>
<th>Jan. 1, 2010</th>
<th>Receipts and other additions</th>
<th>Disbursements and other deductions</th>
<th>Dec. 31, 2010 (projected)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Fund</td>
<td>$3,695,571</td>
<td>$38,763,436</td>
<td>$(38,746,040)</td>
<td>$3,712,967</td>
</tr>
<tr>
<td>Education and Training Fund</td>
<td>3,407,792</td>
<td>672,198</td>
<td>(650,000)</td>
<td>3,429,990</td>
</tr>
<tr>
<td>Maintenance of Membership Fund</td>
<td>(493,513)</td>
<td>573,317</td>
<td>(650,000)</td>
<td>(470,196)</td>
</tr>
<tr>
<td>Public Relations Fund</td>
<td>(73,301)</td>
<td>169,722</td>
<td>(150,000)</td>
<td>(53,579)</td>
</tr>
<tr>
<td>Strike Fund</td>
<td>3,054,728</td>
<td>528,720</td>
<td></td>
<td>3,583,448</td>
</tr>
<tr>
<td>Convention Fund</td>
<td>4,763,693</td>
<td>1,329,849</td>
<td>(650,000)</td>
<td>5,443,542</td>
</tr>
<tr>
<td>Total International funds</td>
<td>$14,354,970</td>
<td>$42,137,242</td>
<td>$(40,846,040)</td>
<td>$15,646,172</td>
</tr>
</tbody>
</table>

Automatic withdrawal best for low premiums

UTU Insurance Association policyholders who pay policy premiums of $5 or less by mail on a monthly or quarterly basis are urged to pay their premiums semi-annually or annually by automatic check withdrawal.

By making premium payments through automatic check withdrawal, policyholders will save both themselves and the UTUIA the cost of postage, as well as the costs associated with paper billings and processing.

By holding down costs, UTUIA can continue to provide valuable coverage at the lowest rates possible.

If you prefer your current payment method, UTUIA recommends a simple conversion to a semi-annual or annual payment plan.

“We thank all of our policyholders in advance for their consideration in helping UTUIA keep its costs down for all of our members,” UTUIA Director of Insurance Tony Martella said.

Those interested in switching their payment plan to automatic check withdrawal should contact the UTUIA's Direct Billing Department, toll-free, at (800) 558-8842, Ext. 230 or 231.

Railroad Retirement vs. Social Security (as of April 2010)

<table>
<thead>
<tr>
<th></th>
<th>RRB</th>
<th>SSA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average employee age annuity on the rolls*</td>
<td>$2,690</td>
<td>$1,160</td>
</tr>
<tr>
<td>Average spouse annuity on the rolls</td>
<td>$795</td>
<td>$555</td>
</tr>
<tr>
<td>Average employee age annuity awarded in 2009*</td>
<td>$3,280</td>
<td>$1,625</td>
</tr>
<tr>
<td>Average spouse annuity awarded in 2009*</td>
<td>$1,270</td>
<td>$810</td>
</tr>
<tr>
<td>Average disability annuity awarded in 2009</td>
<td>$2,800</td>
<td>$1,125</td>
</tr>
<tr>
<td>Occupational disability annuity</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Full annuity at age 60 with 30 years</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Average widow(er) annuity on the rolls</td>
<td>$1,285</td>
<td>$1,100</td>
</tr>
<tr>
<td>Average widow(er) annuity awarded in 2009</td>
<td>$1,725</td>
<td>$890</td>
</tr>
</tbody>
</table>

*Career railroad employee with at least 30 years of service
SMWIA backlash grows

Continued from page 1

interfere with and undermine the UTU’s bar- gaining position in national and local negotia- tions by claiming the SMWIA was now the bar- gaining representative of UTU members.

Previously, the SMWIA was found guilty by an AFL-CIO neutral of attempting a raid of the UTU membership in violation of the AFL-CIO Constitution’s Article 20.

The core of UTU’s opposition to a merger with the SMWIA is that the UTU membership was misled by former President Paul Thompson, who asserted repeatedly that the merger would preserve UTU craft autonomy, that the UTU Constitution was “intact,” within the SMWIA Constitution, and that there were no conflicts between the two constitutions.

In fact, 42 conflicts later were identified, with Thompson declaring the real intent of the merger was to accomplish actions that could not be accom- plished under provisions of the UTU Constitution—such as ending the UTU’s cherished craft autonomy.

Prior to the membership vote on the merger agreement, the UTU membership had not been provided a copy of the SMWIA Constitution, and no SMART constitution was written.

Three UTU rank-and-file members subsequent- ly brought a lawsuit, alleging UTU members’ rights had been violated, and there was not an informed vote—that UTU members were not provided an opportunity to identify conflicts before voting.

A federal district court agreed that the mem- bers’ rights had been violated, issuing an injunction against the merger. Although the judge rec- ommended Sullivan and Futhy write a SMART

UTU Bus Department officers after voting in San Antonio.

A week earlier, Los Angeles County MTA General Chair- person James Williams, along with other Bus Department officers, expressed similar opposition at a District 1 general chairpersons meeting. These bus officers opposing the SMWIA represent some 10,000 UTU members.

From left, Long Island Rail Road General Chairperson Anthony Simon, General Secretary and Treasurer Kim Thompson, LIRR Local 665 Chairperson Vinnie Testi- more and Local 722 Chairperson Mike Dennis following the vote in San Antonio. These officers represent more than 2,700 LIRR conductors, track workers, car inspectors, coach cleaners, track supervisors and car yard attendants.

Sullivan told the court he would never approve of a UTU membership ratification vote of a SMART constitution.

another federal court to force implementation of the merger. The UTU position is that not only was the merger vote uninformed, but the process also was flawed—that while the merger agreement required a membership vote on a SMART constitu- tion, no such constitution existed or exists.

Additionally, the merger agreement required certification of voting results by the general secre- taries-treasurer of the SMWIA and the UTU, but there was no such certification.

The merger agreement also provided that, “If either the SMWIA or the UTU fail to approve the Merger Documents [the Merger Agreement and the SMART Constitution] by the proce- dures stated... they shall be deemed terminated and of no force and effect.”

Said Futhy following the 12/2-5 vote count sup- porting the UTU fight against an SMWIA forced takeover, “Mr. Sullivan, in his threatening letters to UTU elected officers, has made reference to ‘Futhy and friends,’ I stand proudly with you, my friends.”

The UTU Board of Directors’ resolution may be viewed at www.utu.org, by clicking on the “Nuts to SMWIA Takeover” link in the lower right-hand corner of the home page.

Hazmat course offered at regional meetings

UTU members who work around haz- ardous materials are encouraged to attend an all-day hazardous material awareness course being conducted by the Rail Workers Hazardous Material Training Program at the National Labor College (NLC) the day prior to the start of Phoenix and Asheville regional meetings.

Trainers from the program—North Carolina State Legislative Director Dickie Westbrook, International Representative for Strategic Planning and CSX District Safety Chairperson Billy Moe, CSX-SCL (GO- 8511) Vice General Chairperson Yvonne Hayes and Local 1886 President and Legislative Representative Charlie Jones—will oversee and direct the training.

“UTU members will learn more in this workshop than the railroads will teach them in their entire careers,” Westbrook said. “We will condense almost everything from a five- day hazmat course into an eight-hour course.”

The courses will be held Sunday, July 25, in Phoenix, and Sunday, Aug. 22, in Asheville beginning at 8:00 a.m.

Because space is limited, early registration is suggested. There is no cost.

To enroll, send your name, local number, e-mail address and telephone number, to Hazmat Program, UTU Regional Meeting, 14600 Detroit Ave., Cleveland, OH 44107.

Motorcycle ride, white-water raft trip

The Scott Belden memorial motorcycle ride, in partnership with the UTU Retirement Fund, will be held Sunday, Aug. 22, on the Blue Ridge Parkway outside of Asheville, N.C. Those wishing to rent motorcycles should go to www.carol- namotocycletennals.com. The phone number is (866) 997-3935. Be sure to mention your affiliation with UTU. A motorcycle endorse- ment is required, as is a helmet.

Those seeking more adventure can go on a UTU-sponsored white-water raft trip on the French Broad River. It will be held Sunday, Aug. 22, with buses leaving the Grove Park Inn at 8 a.m. and returning about 4:30 p.m. The $129 per-person price includes lunch and the services of a guide. Participants must be at least 15 years of age. Call Eric Eakin at (216) 258-9400 for complete information.

The UTU International Staff: Here to Serve You

TONY MARTELLA
Tony Martella is the director of insurance for the UTUIA. He started in the position in 2005 after working at two other large insurance com- panies. “I oversee the day-to- day operation of the UTUIA,” he said. “I develop our insurance products, monitor the profitability of the organiza- tion and work with the field supervisors. I have a wonderful staff that provides first-rate service to our members from sales and underwriting, through customer serv- ice, claim payments and annuity servicing. This is a unique organization with unique needs, and I have come to appreciate that.”

CARA MCINTYRE
Cara McGinty is the administrative assistant to the union’s bus, yardmaster and organizing departments. She also assists the field service and president’s departments as needed. She started with the union in 1986 and assumed her current job in 1997. “I type correspondence and agree- ments; handle federal transit applications, organizing mate- rials, in-service materials, assembling booklets, organizing mailings and retirement kits. I handle the life insurance for the yardmasters. Every day is different, so every day is exciting.”

JOHN HORVATH
John Horvath works as an administrative assistant to the International president. He began working at the UTU in 1981 as a member of the UTU News staff. For 14 years, he served as editor of the UTU Retirement News, and coordinated events for the UTU Retirement Program, now known as the UTU Alumni Association. In 2007, he began with his current position. “I enjoy helping members when questions involving application of the UTU Constitution’s various provisions come into play, including matters involving elections, audits, transfers, jurisdictional dis- putes and dues obligations.”
Regional meetings offer education, fraternalism

The 2010 UTU/UTU regional meetings have been designed to provide a grand sense of fraternalism, lots of worthwhile education and tons of fun for the whole family.

As before, each regional meeting will run for 2 to 1/2 days, ending early on the afternoon of the third day. The evening of the first day has been set aside for hotel guests, families and friends to be free to explore and enjoy the many offerings of the regional cities.

The meetings and hotel reservations can be made online by visiting www.utu.org and clicking on the “Meetings” link in the blue menu bar at the left-hand side of the UTU homepage. All those attending the regional meetings must be registered in order to attend any planned social functions. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

The pre-registration fee for the 2010 regional meetings is $150 per member, spouse or child over age 11. Additional fees apply for the golf outings and spouse tours. You must make your own room reservations, and certain deadlines apply. Tours are booked first come, first served. The $150 registration fee covers all workshop materials; a welcoming reception the night before the meeting; three lunches and one dinner. Those wishing to attend the workshops do not need to pay the registration fee. No one-day registrations are offered.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 10 days prior to the scheduled start of the meetings or the registrant will be charged the on-site registration fee of $200.

You may cancel your regional meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 208-7575.

PHOENIX, July 26-28
ARIZONA BILTMORE RESORT & SPA
2400 E. Missouri Ave.
PHOENIX, AZ 85016
WWW.ARIZONABILTMORE.COM

Hotel reservations: (800) 950-0066 toll free; (602) 955-6600 direct; (602) 381-7600 fax
Reservation code: UTU/URM
Daily room rate: $120 single/double, plus tax; rates good for three days before and after the meeting, depending upon availability
Reservation deadline: June 23, or until all rooms held for the UTU are reserved
Parking: Valet park: $13.50 per night; Self: $6
Golf outing: The regional meeting golf outing will be held Sunday, July 25, at the Arizona Biltmore Golf Club. The cost is $80 per golfer, which includes transportation, golf, lunch and more.

ASHVILLE, N.C., Aug. 23-25
GROVE PARK INN RESORT & SPA
290 Macon Ave.
ASHVILLE, NC 28804
WWW.GROVEPARKINN.COM

Hotel reservations: (800) 438-5800 toll free; (828) 250-2711 direct; (828) 210-7803 fax
Reservation code: 68N3AM
Daily rate: $130 single/double, plus tax; room rates are good three days before and after the meeting, based upon availability
Reservation deadline: July 10, or until all rooms being held for UTU are reserved
Parking: Valet: $20 per day; Self: free
Golf outing: The regional meeting golf outing will be held Sunday, Aug. 22, at The Grove Park Inn Golf Course. The cost is $80 per golfer, which includes transportation, golf, lunch and more.

DISCOUNT AIRFARES, CAR RENTALS
Continental Airlines is offering discounted airfares to UTU members and others attending the Phoenix and Asheville regional meetings. See the “Meetings” page of the UTU Web site, www.utu.org, for details.

The UTU also has arranged with Avis Rent-a-Car to offer discounted rates to UTU members attending the 2010 regional meetings. To reserve a car, contact Avis and use the group code UTU-1660. For U.S. Airways/Worldwide Discount (AWD) number: D150699. Or reserve online at www.avis.com.

TWO SPONSORED TOURS
The UTU is arranging two different tours of local attractions at both regional meetings. The tours will take place the day before, as well as the first day of, each regional meeting. If you are a registered member/spouse/guest, these tours are free. If you are a non-member/spouse, guest or child, and wish to attend, call 1-800-328-1660 for more information.

UTU REGIONAL MEETING REGISTRATION FORM

Registering before the regional meetings speeds sign-up procedures, helps organizers plan more accurately, and saves on meeting costs. Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2 1/2 days and conclude on the afternoon of the third day. Registration fees are $150 per person; children 11 years of age and under are complimentary. On-site registration is $200 per person. All fees must be paid in U.S. funds. Canadian dollars will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms with payment must be received at the UTU International 10 days prior to the start of the meeting for the member/spouse to be considered pre-registered.

Which regional meeting will you be attending? ☐ Phoenix ☐ Asheville

Name ___________________________ Local ___________________________ Title (if any) ___________________________

Home address ___________________________

City/State/ZIP ___________________________

Phone number ___________________________ Email ___________________________

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

Spouse registration ☐ Phoenix ☐ Asheville

Spouse name ___________________________ Title (if any) ___________________________

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

Tour: ☐ Sunday or ☐ Monday ($35 per registered spouse; $75 per unregistered spouse)

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

Golf registration ☐ Phoenix ☐ Asheville

Name ___________________________ Handicap Name ___________________________

Name ___________________________ Handicap Name ___________________________

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

Payment options
Check/money order enclosed (U.S. funds only) $ ____________
Credit card ☐ VISA ☐ MasterCard
Card number ___________________________ Exp. date ___________________________
Total charged $ ____________

Signature ___________________________

Should additional space be needed, make copies of this form and attach to the original. This form and payment of $150 per person over the age of 11, plus golf registration fees of $80 per golfer (if applicable) and spouse/guest tour fees (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 10 days prior to the regional meeting for the member/spouse to be considered pre-registered. Make checks or money orders payable in U.S. funds to “UTU Regional Meetings.” Those who do not pre-register for the regional meeting but choose to register at the meeting site will be charged a $50 penalty fee. Space on the tours is limited; reservations are first-come, first-served.

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First 30-year female CSX conductor retires

Barbara Jean Terry, the first female conductor hired by CSX to retire with more than 30 years of service, has pulled the pin.

Terry, 60, is a member of Local 1598 in Manchester, Ga. She hired on in 1979 after getting a divorce from her railroad husband.

“When we got divorced, I had three children to take care of, and I knew how much money my ex-husband had been making, so I went and applied,” she said.

She started in Manchester as a “brakeperson,” working road jobs to Atlanta and Birmingham, Ala.

She also worked for about five years as a “yardperson” in Atlanta. “You got to go where the seniority takes you,” she said.

You might think that being the first female to work on the railroad might prove problematic, but not for Terry.

“I had no problem with anyone,” she said. “They knew me because my husband worked for the railroad. They all treated me good. They were very helpful with everything; they taught me all they knew. Nobody was rude. I was a strong female and could handle myself. I’m also athletic and that helped.

“My co-workers were good to me, always helping me. But I earned my respect. They did not cut me any slack. If they could do it they expected me to do it, and I did.

“In the beginning, the crews were larger and every crew member would help me, tell me things I needed to know. I got lots of education from them.

“Now, with only one other person in the cab, it’s a lot tougher. Now, everything [female railroad workers] do, they do by themselves. Now, they are walking the train alone, in the dark, in the woods.

“When I started, the men used language they were used to using, but I learned how to tune them out. When they would say bad things in front of me, they would apologize, but, honestly, I never heard them in the first place.

“All in all it was a great experience,” she said.

Inside this issue of the UTU News:

The members of Local 286, North Platte, Neb. are involved. See page 2.

Rich Ross named new organizing director. See page 3.

UTU asked members about safety, and they responded. See pages 67.

Get your motor runnin’ at the Asheville regional meeting. See page 10.