Knorr elevated to board

Kenneth Knorr has been appointed to the UTU Executive Board in the wake of the resignation of Troy Johnson. Knorr formerly served as alternate to that board. Knorr, of Local 1031, Savannah, Ga., serves his local as chairperson and delegate. He also serves as assistant general chairperson of CSX Transportation General Committee GO 851.

“Congratulations on your elevation as a full member of the board. This office looks forward to working with you and providing any assistance you might require in the fulfillment of the duties of your new position,” UTU International President Mike Futhey wrote Knorr.

OSHA fines BNSF for harassing injured UTU member

A UTU member will collect more than $95,000 assessed BNSF by the Occupational Safety & Health Administration (OSHA) for violation of the Federal Rail Safety Act.

OSHA found BNSF guilty of intimidating and harassing the injured UTU member, who reported his workplace injury to the FRA.

“OSHA found that BNSF violated Federal Rail Safety Act of 2007, which extends to employees who report safety or security laws or regulations, or allegations of fraud, waste or abuse of funds intended for rail safety or security. Government agencies include federal regulatory or law enforcement agencies, and members of Congress or their staff. This protection, provided by the Federal Rail Safety Act of 2007, also extends to employees who refuse to work under certain unsafe conditions, or refuse to authorize the use of any safety or security related equipment.

Retaliation, including threats of retaliation, is defined as firing or laying off, blacklisting, demoting, denying overtime or promotion, disciplining, denying benefits, failing to rehire, intimidation, reassignment affecting promotion prospects, or reducing pay or hours. An employer also is prohibited from disciplining an employee for requesting medical or first-aid treatment, or for following a physician’s orders, a physician’s treatment plan, or medical advice.

This protection is known as “whistleblower protection,” and the federal law is enforced by the Occupational Safety & Health Administration (OSHA), which is an agency of the U.S. Department of Labor.

Complaints must be filed with OSHA within 180 days of the alleged employer retaliation. Relief may include reinstatement with the same seniority and benefits, backpay with interest, compensatory damages (including witness and legal fees), and punitive damages as high as $250,000. A rail employee may file the complaint directly with OSHA, or may contact a UTU designated legal counsel, general chairperson or state legislative director, for assistance.

A listing of UTU designated legal counsel is available at www.utu.org, or may be obtained from local or general committee officers or state legislative directors.

Know your ‘whistleblower rights’

Every UTU freight and passenger rail member needs to know that federal law protects them from employer retaliation – and threats of retaliation – when they report to the carrier or a government agency alleged violations of safety or security laws or regulations, or allegations of fraud, waste or abuse of funds intended for rail safety or security. Government agencies include federal regulatory or law enforcement agencies, and members of Congress or their staff. This protection, provided by the Federal Rail Safety Act of 2007, also extends to employees who refuse to work under certain unsafe conditions, or refuse to authorize the use of any safety or security related equipment.

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A listing of UTU designated legal counsel is available at www.utu.org, or may be obtained from local or general committee officers or state legislative directors.

Conductor certification coming Jan. 1, 2012

WASHINGTON – In a Notice of Proposed Rulemaking (NPRM) published in the Nov. 10 Federal Register, the Federal Railroad Administration proposes to make Jan. 1, 2012, the effective date for implementation of conductor certification.

The rulemaking on principles, elements and methods of conductor certification was ordered by Congress in the 2008 Rail Safety Improvement Act, expected in early 2011 (ahead of implementation) by the Federal Railroad Advisory Committee (RSAC), and FRA safety experts.

The various stakeholders had many conflicting objectives for the rulemaking, and the NPRM is a consensus document that required compromise among all stakeholders.

The UTU was represented on the RSAC Conductor Certification Working Group by a team appointed by UTU International President Mike Futhey:

• Local 1470 (Edmonton, Md.) Chairperson David Brooks, now retired;

• CSX General Chairperson (GO 049) John Lesiewski;

• UTU Training Coordinator and Local 528 (Chicago) Legislative Rep. Ron Parsons;

• National Legislative Director James Stem;

• Alternate National Legislative Director John Risch;

• Local 645 (LIRR, Babylon, N.Y.) Chairperson Vinnie Tessitore;

• UTU Rail Safety Coordinator for Designated Legal Counsel.

The UTU will respond to NPRM with recommendations for improvement and change in the final rule – as will all stakeholders. The FRA will make the sole determination as to contents of the final rule.

Following are major provisions of the rulemaking. A detailed summary is posted at www.utu.org. (Click on “Transportation Safety,” and then “Engineer & Conductor Certification.”)
Local 100, Oakland, Calif.
Former UPSEF Engineer Michael Litwin, 69, died Nov. 10 after battling melanoma. Local Chairperson Daniel C. Fretty reports. “Mike was a long time legislative representative and delegate for this local. He attended seven UTU International conventions as a delegate and served on the Constitution Committee in 1999. He was a staunch supporter of the one man /one vote referendum movement that has shaped the UTU as we know it today.” Fretty said. “He will be missed by those who lived and worked with him, not only locally, but throughout the U.S. through his tireless efforts on behalf of the organization.”

Local 117, Vancouver, Wash.Amttrak conductor Paula Dennis, who hired in out train service Aug. 12, 1976, on Burlington Northern at Spokane, Wash., during the era of Virginia Slims and the women’s rights movement, retired Dec. 29, according to Local Rep. Larry Drawdy. Dennis was one of the first women to hire out in train service after courts ordered railroads to hire women in all positions, Drawdy said. “Paula and a few others endured, and forced attitudes and perceptions to eventually change for women that followed. Paula always spoke her mind and supported the underdogs, and those safely as anyone I ever witnessed. You’ve come a long way, baby!” Drawdy said.

Local 492, Sacramento, Calif.
UTU Alumni Association member William “Hank” Stiles was one of 15 volunteers from two railway organizations who joined forces to clear several tons of rock and dirt from the Tunnel No. 1 cut on the historical Placerville Branch rail line, Vice Local Chairperson Kenneth L. Rogers reports. Crews from the El Dorado Western Rail Foundation and the Placerville, El Dorado and Sacramento Historical Railroad Association donated more than 75 hours of personal labor to ensure safe passage through the cut for pedestrians, cyclists, equestrians and trains. Their service was featured in an article published by the Mountain Democrat. The Placerville Branch ran from Folsom to Placerville, Calif., and was abandoned by Southern Pacific years ago.

Local 587, Greenfield, Mass.
Retired member Chester L. Ciepiela was recently going through his cellar and found a number of old railroad and union items from when he was still working. The items include switch keys, cuff straps (two-buckle), “Cliff Merrit” comic books, an unused solar lantern, a brake club and other items. Anyone interested in them for a collection or for a museum can contact Ciepiela at (518) 664-6192.

Local 759, Newark, N.J.
Robbie Roth, son of Community Transportation employee Eddie Roth, died after suffering a seizure Nov. 26, General Chairperson Calvin Studivant reports. Robbie, 17, is also survived by his mother, Debbie, and brothers Steven and Brandon. “We would like the Roth’s to know that all of the UTU family expresses their condolences and that we share their grief,” Studivant said.

Local 845, Seattle
The new voice of Local 845 has arrived, recently elected Local Chairperson Brent Azus reports. “I have really been working on getting a website together for our local,” said Azus, who assumed office Jan. 1. “It is still in the works, but we would like all members of Local 845 to have a look at their new website.” The address of the website is www.utu845.yellowsite.com.

Local 1440, Staten Island, N.Y.
The officers and members of this local congratulate fellow members Leudy Acosta, Charles DeAngels Jr., David Olivo, Joseph DiCosimo and Maureen McKeever, who received commendation awards from the New York City Metropolitan Transportation Authority, Local Secretary & Treasurer Vincent LaBella reports. Trackmen Acosta, DeAngels and Olivo stopped a man while he was severely assaulting a woman at the Annadale train station. Engineer DiCosimo and conductor McKeever were able to stop their train before hitting a man, who was making a suicide attempt. “These five members displayed the courage and desire to help people in need during emergency situations. We are proud of their efforts. They displayed real heroism,” LaBella said.

Local 1674, Los Angeles
“Lit Al” Valenzuela, 13, son of Los Angeles Junction Railway Company Local Chairperson Al Valenzuela, is the current California short-track speed skating champion in the “midget division,” his proud father reports. He is also ranked thirteenth in the nation in his age group in short-track speed skating and is the first Hispanic to win the “midget division” state title. Though not sponsored by Local 1674, “Lit Al” proudly wears his UTU 1674 skin suit when competing in local and national competitions.

Local 1801, Martinez, Calif.
Former Local Chairperson Larry Partridge retired Nov. 16, and his fellow members wish him a long and healthy retirement, reports Local Chairperson Danny Kimmel reports. Partridge hired out as a switchman on Southern Pacific in July 1968. A summer job while attending college turned into a 42-year career, Kimmel said. “Larry was elected local chairperson in 1976 and went on to spend 23 years as a full-time union officer. He served as acting vice chairperson in 1981, and in 1982 was elected to the position of general chairperson on the SP switchmen’s general committee.” Partridge will be joining the ranks of the retired with his mother, Evelyn, a retired SP cleric, and his wife, Marian, who recently retired after 35 years as a Contra Costa County librarian.

CN (GTW) GO 217, Toledo, Ohio
Duane V. Bartaway was elected chairperson of this Canadian National (Grand Trunk Western) yardmaster general committee Nov. 24. Bartaway, pictured below at right, being sworn in by International GSWT Kim Thompson, is a member of Local 1962, Toledo, Ohio.

Local 1376, Wilmington, Del.
Retired UP GS &T Kim Thompson, is a member of Local 1376, Wilmington, Del., died in October following a long and courageous battle with muscular dystrophy. In addition to his father and mother, Deborah Stone, Scott is survived by his fiancé, Jennifer Rapolla. Also surviving are three brothers and one sister. The family suggests memorial contributions be sent to Muscular Dystrophy Association, 630 Reed Rd., Suite 104, Broomall, PA 19008.

UP GO 927, Tyler, Texas
Carlos Wallace has been elected secretary of this Union Pacific (TeP) general committee, General Chairperson Troy Johnson reports. Wallace, a UTU International organizer, also serves as local chairperson and delegate of Local 11 at Houston.
WASHINGTON – Railroads will be required by the Federal Railroad Administration to provide respirators for train- and engine-service workers hauling hazardous materials.

The Safety Improvement Act mandated that the FRA impose such a requirement through a rulemaking, which is in its final stages toward implementation.

However, the effective date could still be two years away under a draft FRA proposal that is in the process of being finalized.

Inhalation injuries have caused two crew deaths and more than 660 injuries over the past decade, the FRA said.

The FRA proposes that the respirators be capable of protecting train and engine workers for at least 15 minutes following a release of hazardous materials, giving them time to escape the cab and move to safety.

The FRA proposes that Class I railroads comply with the requirement within two years of final publication of the rule, and smaller railroads would be required to comply within 30 months.

The UTU, in commenting to the FRA on the proposed rule, urged that the respirators be permanently mounted in the cab rather than railroads issuing them to train and engine service workers. The UTU said train and engine crews already carry a lot of equipment, and a permanent mounting would improve the availability of the respirators in the event of a hazmat release.

First Student drivers say ‘YES’ to UTU

STOUGHTON, Mass. – An alert and ever vigilant Massachusetts Bay Commuter Railroad crew – that recognized the difference between a bag of clothes between the tracks and a human being – saved a life in this Boston suburb Dec. 9.

The MBCR crew, with engineer Chris Holm at the throttle and conductor John Gibbs (Local 989, Boston) in charge, brought the six-car train to a halt after the locomotive’s headlight pierced the dark and illuminated what turned out to be an intoxicated man who had stumbled onto the tracks.

“I said, ‘This isn’t the place to do it.’” Gibbs told the Boston Herald. “He told me he wanted to rest. I said, ‘This isn’t the place to do it.’

“We’re trained to do this,” said Gibbs, age 54 and with 17 years of service as conductor. “It’s good to know when it happens you can snap right to it.”

An MBCR spokesperson told the Herald, “It’s hardworking, quick-thinking men like Chris Holm and John Gibbs that show what an excellent job the men and women on the commuter rail do every day.”

Alert commuter crew saves life

Iowa Northern members ratify pact

Iowa Northern Railway has ratified their first agreement covering wages, benefits and working conditions.

The agreement was negotiated with the assistance of UTU Alternate Vice President Doyle Turner.

“We will continue to look for railroad and other unorganized transportation workers who want and need union representation,” Turner said. “We are trying hard to bring parity in wages, work rules and benefits to the unorganized.

“Among gains workers obtain with UTU representation include job security, a defined grievance procedure and discipline rules, a work schedule that enhances their quality of life, and a defined set of benefits and work rules,” Turner said. “These are benefits workers cherish and they won’t obtain them without joining a union.”

Iowa Northern, headquartered in Cedar Rapids, operates more than 160 miles of former Chicago, Rock Island & Pacific track. It also connects with the Cedar Rapids & Iowa City Railway, which is represented by the UTU.

Two treasurers’ workshops planned

The UTU International is conducting two treasurers’ workshops at its headquarters in North Olmsted, Ohio, March 7-8 and March 9-10. Attendance at each workshop will be limited to 24 registrants.

Those interested should contact the office of the general secretary and treasurer to register. Call (216) 238-9400, or e-mail Executive Assistant Nancy Miller at n.miller@utu.org.

The deadline to register is Feb. 28.

The UTU corporate room rates of $78 per night, plus tax, are available at the Radisson Hotel Cleveland Airport, 25070 Country Club Blvd., North Olmsted, adjacent to the UTU. Make reservations at (440) 734-5060. Mention “UTU” when making reservations.

www.utu.org / www.utuia.org
We continue to make progress in negotiations to amend the national rail agreement, affecting some 40,000 UTU members employed by BNSF, CSX, Kansas City Southern, Norfolk Southern, Union Pacific and many smaller railroads represented by the National Carriers’ Conference Committee (NCCC).

The national rail contract was opened for amendment in January 2010. The existing agreement remains in force until amendments are concluded under provisions of the Railway Labor Act.

We have held eight formal negotiating sessions with the NCCC. A round had stretched aimlessly into their third year. Within 30 days, our new negotiating team reached an agreement with the NCCC that was overwhelmingly ratified by our membership.

Again, this round, our negotiating sessions with the NCCC have been productive and productive. Given the current economic conditions of the rail industry, we continue to make progress in our efforts to secure a fair and equitable agreement.

Win/win agreement achievable in 2011

Negotiations are progressing


tallenges of the Railways Safety Task Force. This includes working jointly with the carriers to refine and improve provisions of the Rail Safety Improvement Act, as requested by UTU members who participated in the task force's exhaustive safety survey on workplace concerns. Objectives include the matter of time-off – between yard assignments and at away-from-home terminals.

There are other issues high on our 2011 agenda:

• We are placing increased emphasis on improving workplace safety and security by expanding the role of the Rail Safety Task Force. This includes working jointly with the carriers to refine and improve provisions of the Rail Safety Improvement Act, as requested by UTU members who participated in the task force's exhaustive safety survey on workplace concerns. Objectives include the matter of time-off – productive of delivery services to our members and policyholders.

I pledge that we will continue to represent our members with honesty, integrity and dedication, essential transportation services to the American economy, which remains the envy of the world.

America has become too dependent on foreign oil and expanded railroad and public transit service can help reduce that dependency and provide not just jobs, but expanded careers.

• Work to prevent the weakening or privatization of Social Security and Railroad Retirement.

We will seek improvements in hours-of-service laws

While that may be disappointing, we also expect there to be less opportunity for bad things to happen.

That said, we will keep pressing on and do our very best to protect the interest of our members.
Wyoming
Thanks to Local 1857 (Green River) and the UTU state legislative board, children in Green River were visited by Santa Claus.
State Legislative Rep. Stan Blake, who is also state legislative director, said he attended a Green River budget meeting and heard that there would not be enough money for Santa to visit the town’s children.
Although the event – “Santa’s Arrival” – only cost $1,500, the money was simply not in the town’s budget.
Blake said he just thought that would be terrible. “We need to keep Santa’s Arrival for the kids,” he said.
Blake approached Local 1857 to see if they could contribute. After the meeting with them, the local Chamber of Commerce received $750 from Local 1857 and $750 from the state board.

Minnesota
State Legislative Director Phil Quayl reports mixed, but optimistic, results from the 2010 general election.
Former U.S. Sen. Mark Dayton has been elected governor, becoming the first governor to serve from the Democratic Farm Labor Party (DFL) in 24 years, Quayl said.
Minnesota elects Republicans to lead both the state Senate and House of Representatives for the first time in more than three decades.
The House transportation chairperson is former UTU member Mike Beard (R-Shakopee), who worked as a brakeman on the Chicago & North Western Railroad.

UTU school-bus driver avoids fatal crash
BUFFALO, N.Y. – UTU member and Buffalo school bus driver Yolanda Luciano (Local 1908, Buffalo, N.Y.) is being hailed as a hero – likely saving the lives of one or more of the eight elementary school students aboard her First Student bus by engaging in a split-second emergency defensive driving maneuver on a snowy street the afternoon of Dec. 8.
The automobile, its driver allegedly fleeing police – and perhaps traveling 100 mph before the crash, according to Buffalo television news reports – appeared in Luciano’s windshield, coming directly at her bus.
Luciano abruptly steered the bus from a direct head-on impact with the blue Chevrolet Impala, but it wasn’t fast enough.
“Everything went up in smoke and flames, just horrible,” an eyewitness told WGRZ television news. Luciano helped evacuate the children from the bus.
“She really handled the situation well,” said General Chairperson Dale McCliman.
Only one student – a six-year-old – was injured seriously enough to be taken to the hospital with non-life-threatening injuries. The driver of the auto also was hospitalized with unspecified injuries.
Local 1908 represents some 620 First Student drivers and mechanics in Buffalo.

Send us your photos
The UTU International is seeking good railroad, bus and airline photos.
High-resolution digital photographs should be e-mailed to “utunews@utu.org.” Printed photographs should be mailed to UTU News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070. Please include the UTU member’s name, UTU local number, the name(s) of the person or persons in the photo (left to right) and any other pertinent information. All photographs become property of the UTU.

When Parks refused to back down, all Americans were raised higher
December marked 55 years since Rosa Parks refused to give up her seat on a Montgomery, Ala., bus – “an act that challenged the moral conscience of an entire nation,” said President Obama in honoring her legacy.
Most historians date the beginning of the modern civil rights movement in the United States to Rosa Parks’ act of courage on Dec. 1, 1955.
The Montgomery bus boycott lasted 382 days and brought Parks to the attention of the world. The Supreme Court subsequently struck down the Montgomery ordinance under which Parks had been fined, and outlawed racial segregation on public transportation.
President Obama said the Montgomery bus boycott “marked a turning point in American history…and the eventual outlawing of racial segregation and discrimination.”
Continued President Obama, “Rosa Parks and the many other leaders and foot soldiers in that struggle for justice championed our founding principles of freedom and equality for all. As we commemorate the anniversary of the Montgomery bus boycott, I encourage all Americans to honor their legacy – the legacy of Americans who marched bravely, worked tirelessly, and devoted their lives to the never-ending task of making our country a more perfect union.”
In 1996, President Clinton presented Parks with the Presidential Medal of Freedom. She received a Congressional Gold Medal in 1999.
After her death in 2005, at age 92, Parks’ casket was placed in the rotunda of the United States Capitol for two days – making her the only woman and second African-American in American history to lie in state at the Capitol.
And congratulations to the brothers and sisters of Local 23 in Santa Cruz, Calif., who, under the leadership of Sister Sharon Hightower Tolme, helped to organize a historical presentation of Rosa Parks and her legacy. On Dec. 1, the transit district reserved the front seat on buses as a dedication.
On another note, I am happy to report that Southeastern Pennsylvania Transportation Authority employee Rhonda Taylor (Local 1594, Upper Darby, Pa.) had her termination case overturned in arbitration, Sister Taylor, out of work since February 2010, was reinstated with full back pay, minus 30 days for suspension, and the discipline will be expunged from her record.
General Chairperson Waverly Harris, Vice General Chairperson Brian Caldwell, and members Curtis Fulmore and David Stinsman presented the case. I was honored to have provided assistance.
The 2011 UTU/UTUIA regional meetings have been designed to provide a grand sense of the social function. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, prior to the scheduled start of the meetings or the registrant will be charged an on-site registration fee of $200.

The pre-registration fee for the 2011 regional meetings is $150 per member, spouse or child over age 11, the same fee charged the last five years. Additional fees apply for the golf outings. You must make your own room reservations, and certain deadlines apply.

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

You may cancel your regional meeting registration by June 6 for the San Antonio meeting or June 20 for the New York meeting without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5735.

**San Antonio, June 20-22**

**Hilton Palacio del Rio**

200 S. Alamo St.
San Antonio, TX 78205

www.hilton.com

Hotel reservations: (800) HILTONS toll free; (210) 222-1400 direct; (210) 270-0761 fax

Reservation code: UTU

Daily room rate: $139 single/double, plus tax; $20 for each additional person; rates good for three days before and after the meeting, depending upon availability

Reservation deadline: May 18, or until all rooms are held for the UTU at the rate above.

Parking: $35.50 per day valet; $22 per day self park

Golf outings: The regional meeting golf outing will be held Sunday, June 19, at a course to be determined. The cost is $80 per golfer, which includes golf, lunch, and more.

Overflow hotel: Merger Manor Hotel

204 Alamo Plaza
San Antonio, TX 78205

(800) 345-9285; mention ‘UTU’ $119 single/double

Cut-off date: May 18

Parking: $25/day or $6-$18 a day off site

**New York City, July 4-6**

**Grand Hyatt New York**

109 E. 42nd St. at Grand Central Terminal

New York, NY 10017

www.grandnewyork.hyatt.com

Hotel reservations: (800) 233-1234 toll free; (212) 883-1234 direct; (212) 697-3772 fax

Reservation code: UTU

Daily room rate: $159 single/double, $184 triple, $209 quad, $259 Regency Club, plus tax. These room rates are only available Saturday, July 2, through Wednesday, July 6, or until all rooms held for the UTU are reserved.

Reservation deadline: June 9, or until all rooms are held for UTU are reserved.

Parking: Valet parking only: $47/day; $55/day off site; limited self parking off site.

Golf outing: There will be no golf outing at this regional meeting.

**UTU Regional Meeting Registration Form**

Registering before the regional meetings speeds sign-in procedures, helps organizers plan more accurately, and saves on meeting costs. Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2 1/2 days and the hotel rooms are $150 per person; children (11 years of age and under) who pre-register for the hotel room fee are $100 per person. The hotel registration fees are $150 per person; children (11 years of age and under) who pre-register for the hotel registration fees are $100 per person.

No meals. These fees do not include travel, which is provided by the UTU at a reduced rate. All U.S. funds will be returned, possibly delaying your registration. If you have questions, contact the UTU Family Relations Department.

Registration for the regional meeting in New York will be accepted at the UTU International by June 6 for the San Antonio meeting or June 20 for the New York meeting for the member or spouse to be considered pre-registered.

**Which regional meeting will you be attending?**

San Antonio: New York

Arrival date: Departure date:

Transportation type: Automobile Air Other

**Member registration**

Name: Local: Title (if any)

Home address: City/State/ZIP:

Phone number: Email:

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

Spouse name:

Title (if any)

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

Tours:

Tour: Monday or Tuesday: $50 per registered child, $85 per unregistered spouse in San Antonio; $50 per registered child, $105 per unregistered spouse in New York.

Special needs?: Circle appropriate response: Registered / spouse / child / guest is: hearing impaired / visually impaired / in wheelchair / other:

Golf registration:

Name:

Handicap:

Handicap:

Name:

Handicap:

Name:

Handicap:

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

Credit card: VISA MasterCard

Exp. date:

Total charged

Signature:

This form and payment of $150 per person over the age of 11, plus golf registration fees of $80 per golfer if golfing, must be received at the UTU International, 44500 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by June 6 for the San Antonio meeting or June 20 for the New York meeting for the member/spouse to be considered pre-registered. Make checks or money orders payable in U.S. funds to UTU Regional Meeting. Those who do not pre-register for the regional meeting but choosing to attend the meetings site will be charged a $50 penalty fee. Spaces on the tours is limited. Reservations are first-in, first-served.

**UTU ARRANGES DISCOUNT AIRFARES, CAR RENTALS**

Continental Airlines is offering discounts of 2 percent to 10 percent off published fares to UTU members and others attending the San Antonio and New York regional meetings. To receive the discount, call your travel agent or Continental Airlines MeetingWorks at (800) 468-7072 or provide the Z Code ZJU3 and Agreement Code 535314. There will be no service fee collected, per ticket, for all tickets issued through MeetingWorks reservations or any Continental Airlines ticketing facility. The service fee is non-refundable and applies to all timetables, one-way or round trip. To avoid a service fee and receive an additional 3 percent discount, book your reservations online at www.continental.com. Enter both the UTU’s Z Code and Agreement Code, with no space (ZJU353314), in the Offer Code box. The additional 3 percent discount applies to published fares only.

The UTU also has arranged with Avis Rent-a-Car to offer discounted rates to UTU members attending the 2011 regional meetings. To reserve a car, contact Avis at (800) 331-1600 and use the UTU’s Avis Worldwide Discount (AWD) number: D150699. Or reserve online at www.avis.com.

**Parking:**

San Antonio: $25/day or $6-$18 a day off site

New York City: $55 valet or self park

**Clockwise from above:** the Alamo; the Riverwalk; Market Square; the Statue of Liberty; Times Square; the Manhattan skyline.
A survey of some 200 UTU Alumni Association members by Landfall Travel, the union’s designated travel provider, reveals that the group is ready to get out and see the world.

In December, more than 30 Alumni Association members and their spouses enjoyed the holiday cruise or seven-day Caribbean cruise – either a three-day weekend cruise, Aug. 12 – 15 Abroad the “Majesty of the Seas.” Itinerary includes Cozumel and Nassau, Bahamas. Rates start at $450 per person for an inside cabin, plus air additional.

Seven-day Caribbean cruise, Aug. 13 – 20 Abroad the “Oasis of the Seas.” Itinerary includes Nassau, Bahamas; St. Thomas, Virgin Islands, and St. Maarten. Rates start at $1,375 per person for an inside cabin; air additional.


Lifet ime benefit level increased in 2011

The Railroad Employees’ National Early Retirement Major Medical Plan (ERM A) provides for lifetime maximum benefits, which are adjusted annually according to a formula negotiated in 2001 by labor organizations and carrier management.

For 2011, the lifetime maximum benefits payable will be $126,200, according to United Healthcare, the plan’s administrator. For individuals who already have reached the lifetime maximum, an additional $7,300 may be applied in 2011 to eligible expenses where medical service is provided on or after Jan. 1, 2011. The lifetime maximum is calculated through a formula that utilizes the October 2010 consumer price index data – as calculated by the U.S. Department of Labor’s Bureau of Labor Statistics – for hospital and related services and physician services.

The Centers for Medicare & Medicaid Services estimates that while the standard monthly Part B premium will rise to $115.40 in 2011, most Medicare beneficiaries will not see an increase in their monthly Part B premiums. This is because of a hold-harmless provision in current law that will freeze Part B premiums at the amount paid in 2010.

Additionally, those who do not have their Part B premiums withheld from Railroad Retirement or Social Security payments, or those subject to income-related additional premium amounts will pay a higher premium in 2011. The income-related additional premium threshold is annual adjusted income of $85,000 for individuals and $170,000 for married couples.

The Centers for Medicare & Medicaid Services estimates that only about five percent of Medicare beneficiaries with Part B will pay higher premiums in 2011.

www.utu.org / www.utuia.org
The United Transportation Union Insurance Association is looking for a special person to honor as its 2011 volunteer of the year. Do you regularly volunteer at a hospital or nursing home? Do you lead a Boy Scout or Girl Scout troop or work with the handicapped? Are you involved in some other activity that benefits those in your community?

If so, the UTUIA would like to know about it. A panel of judges at the UTU International will review all submissions and select the 2011 volunteer of the year. The individual selected as UTUIA volunteer of the year will receive a $1,000 U.S. Savings Bond and a plaque of appreciation from the UTUIA.

Additionally, he or she will be honored at the 2011 UTUIA regional meeting nearest his or her home, with all expenses paid by the UTUIA. Also, 20 runners up will be selected to receive certificates of appreciation for their volunteer efforts.

Nominations must be received or postmarked by March 31. The decision of UTUIA judges is final. Previous nominees may be nominated again; however, former volunteers of the year are ineligible to receive awards.

The volunteer of the year program is an opportunity for the men and women of the UTUIA to let their fraternal lights shine. It also provides an opportunity for the UTUIA to recognize its volunteers for their outstanding contributions to others.

Nomination forms should be mailed to UTUIA Volunteer of the Year, Attn.: Tony Martella, Director of Insurance, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333. Do not forget to include a separate sheet of paper describing the applicant’s volunteer activities.

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION 2011 Volunteer of the Year Nomination Form

Name __________________________________________ Local __________________________

Address __________________________________________

City __________________________ State __________ ZIP __________

Telephone number __________________________

Date of birth ________ Sex □ Male □ Female

Total volunteer time (hours, minutes) ______ Weekly ______ Monthly ______

Value of contribution (if applicable) ______

Please attach a separate sheet of paper describing volunteer activities.

The more documentation you can provide, the better.

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

www.utu.org / www.utuia.org
Two veteran UTU International workers retire

The John Edgar Thomson Foundation offers
financial assistance to daughters of deceased rail-
road parents.

Two vintage UTU International
employees – Barb Hann
and Bonnie Stoffer – have
“pulled the pin.”

The foundation, established in 1882
and endowed by the will of Thomson,
the third president of the Pennsyl-
vania Railroad, is accepting applica-
tions for aid.

Thomson (Feb. 10, 1828 – May 27, 1874) was an American civil
engineer, railroad executive and industrialist. He was president of the
Pennsylvania Railroad from 1852 to
1874 and oversaw the railroad’s con-
version from wood to coal.

The deceased parent must have been in
the active employ of any railroad in the United
States at the time of death; the cause of death
need not be work related and the parent, while on

the “active role” of the railroad, may have been
receiving disability or sick-leave benefits.

Eligibility is dependent upon the
daughter and surviving parent remain-
ing unmarried.

The monthly allowance made
under the grant may cover the peri-
on from infancy to age 18; under
certain circumstances to age 22 to
assist grantees who are pursuing
higher education goals.

The foundation also offers special
health-care benefits.

For further information contact
Sheila Cohen, Thomson Foundation, 201
S. 18th St., Suite 318, Philadelphia, PA 19103.
Phone (215) 545-6083 or (800) 888-1278
toll free. E-mail: sjthomson@fotol.com.

Foundation offers aid to rail daughters

COLA to be paid; Tier I taxes drop

A cost-of-living adjustment was made Jan. 1 to
UTU-member wages governed by the national
rail contract.

The amount of the COLA, based on a formula
contained in the national rail contract, is three
cents per hour.

The COLA reflects a low rate of consumer
inflation.

By contrast, Railroad Retirement and Social
Security benefits will be frozen at the 2010 level
in 2011 owing to the low rate of consumer infla-
tion as calculated by the U.S. Labor Depart-
ment’s Bureau of Labor Statistics.

The national rail contract also provides that
health care insurance cost sharing will increase
slightly in 2011.

Effective Jan. 1, the employee contribution
became $222.90 monthly for operating craft
employees, and $202.71 for yardmasters.

The difference is due to the straight-time
equals hours component in the national rail
contract formula that determines health-care
insurance cost sharing.

Social Security taxes – and Tier I Railroad
Retirement taxes – will be cut by two percentage
points for employees for the entirety of 2011.

For Tier I, carriers and employees each will pay
6.20 percent on a maximum of $79,200
of wages.

For Medicare, carriers and employees each will
pay 1.45 percent on all wages.

For Tier II, carriers will pay 12.1 percent and
employees 3.9 percent on a maximum of $72,200
of wages.

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Foundation offers aid to rail daughters

Two veteran UTU International
employees – Barb Hann
and Bonnie Stoffer – have
“pulled the pin.”

Hann, who retired Nov. 30, was hired in 1989 in the Updating
Department and worked as a
membership records clerk; claim
adjuster; insurance representa-
tive; annuity representative; and billing auditor.

Hann is married to Dennis and has three
children and two grandchildren.

Stoffer, who retired Dec. 31, was hired in
1980 as a utility clerk in the
Updating Department. She also
worked in data entry, and as a
billing auditor.

The widow of former UTU International employee Bill
Stoffer, Bonnie has one son and
one grandson. You could always
tell where Bonnie’s desk was: it
was always decorated for every
holiday.

UTU International President Mike Fathey praised Hann and Stoffer as “hard
workers dedicated to serving the UTU membership.”

Current conductors to be
grandfathered

• Railroads must implement a formal process –
  to be approved by the FRA – for training con-
ductors and determining they are competent.

• To be valid, a certification must successfully complete all instruction, train-
ing and examination programs required by the carrier. Conductors must also meet minimum fed-
eral safety standards, including minimum hearing and vision standards.

• Passenger train conductors must have received emergency preparedness training to be
certified.

• Current conductors will automatically be
certified (grandfathered).

• Conductors may be decertified for between
30 days and three years, depending on the
number of violations.

• Decertification may occur for violations
stemming from operation of their personal motor vehicles, such as impaired driving.

• Decertification may also take place when FRA safety regulations are violated (such as fail-
ing to take appropriate action to ensure a locomotive engineer adheres to train speed limits and signals and signs, or fails to perform or have knowledge that a required brake test was performed).

• Decertified engineers will not be allowed to work as a certified conductor while decertified
nor will decertified conductors be allowed to work as certified engineers. An exception is that
a conductor, decertified for violating a 49 CFR Part 218 safety regulation, will be able to work as
a certified engineer.

• If the railroad permits, a decertified engi-
neer or decertified conductor may work, for
example, as a brakeman, a passenger train assistant conductor, or in another non-certifi-
ced position.

• If the railroad permits, decertification time
can be used for retraining.

Certification makes conductors
professional, more indispensable

• All crews are required to have a certified
  conductor assigned. The NPRM is crew cons-
idered neutral, but provides that a lone engineer
must be certified as both an engineer and a con-
ductor, or be accompanied by a certified
  conductor.

• The process for appealing decertification
  can be extremely lengthy, and require an attor-
ney-at-law. Mann cites a decertification he is
  challenging – involving an engineer – that has
  now dragged into its fifth year. Mann said
streamlining the appeals process, before the
final rule goes into effect, will be among the top
priorities of the UTU.

• Although conductor certification carries the
  risk of decertification, the UTU RSAC Conduc-
tor Certification Working Group said certifica-
tion will enhance the proficiency of UTU mem-
bers, making them ever more professional and
  indispensable.

Collective bargaining, not the FRA ruled
making, will determine whether a certified conductor receives additional pay.

Discipline Income Protection Program: It Pays!

What is the Discipline Income Protection Program? This program pays a
specific amount over a length of time if you are suspended, dismissed or removed
from service by the carrier for alleged violation of rules or operating procedures,
provided that such violations are not on the list of exceptions not covered.

What benefits are paid? You choose the level of
benefits paid, from $6 to $200 per day, all at
low monthly assessments. The term of ben-
efits, from 250 to 365 days, depends on
how long you have been enrolled in the
program.

Who sponsors the program? The United
Transportation Union International sponsors the
Discipline Income Protection Program.

Who is eligible for coverage? UTU members in the U.S. and Canada may enroll
as members on a voluntary basis.

How do I get more information? Contact your field supervisor or local insurance
representative, or write to: UTU, 24950 Country Club Blvd., Suite 340, North
Olmsted, OH 44070-5333, or e-mail “dipp@utu.org” or check out the Discipline

www.utu.org / www.utuia.org
UTUIA Scholarship: A Key to Success

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

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

This is the 37th year UTUIA is making available 50 continuing $500 scholarships for its members, and the sons, daughters and grandchildren of its members.

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

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

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

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

The key to success is education, and the key to education is a UTUIA scholarship. Take a minute to apply for the chance of a lifetime.

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

Mike Futhey, President
UTUIA International

A message from UTU International
President Mike Futhey

UTUIA Scholarship Program

In this case, the UTUIA Scholarship Program is an open program. All eligible students, regardless of previous grades or future plans, are strongly urged to apply, to take five minutes to invest in the chance of a lifetime, the chance for a better future.

DISTRIBUTION
Fifty continuing $500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are pro-rated according to the number of UTU members in each of nine districts. The names of the 50 scholarship winners for the academic year 2011/2012 will be drawn at UTUIA headquarters in Cleveland after the March 31, 2011, deadline for submission of applications.

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

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

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

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

INVEST IN THE CHANCE OF A LIFETIME
The UTUIA Scholarship Program is an open program. All eligible students, regardless of previous grades or future plans, are strongly urged to apply, to take five minutes to invest in the chance of a lifetime, the chance for a better future.

UTUIA Scholarship Districts

<table>
<thead>
<tr>
<th>District</th>
<th>Scholarships</th>
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<tbody>
<tr>
<td>1 Connecticut, Maine, Massachusetts, New Hampshire New York, Rhode Island, Vermont</td>
<td>5</td>
</tr>
<tr>
<td>2 Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania</td>
<td>5</td>
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<tr>
<td>3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia</td>
<td>8</td>
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<tr>
<td>4 Indiana, Michigan, Ohio</td>
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<td>5 Illinois, Wisconsin</td>
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<td>6 Arkansas, Louisiana, Oklahoma, Texas</td>
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<tr>
<td>7 Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota</td>
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<tr>
<td>8 Arizona, California, Colorado, Nevada, New Mexico, Utah</td>
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</tbody>
</table>

Applications must be received no later than March 31, 2011. Please submit only one application per student. Incomplete, photocopied or duplicate applications will not be accepted.

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

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

UTUIA Scholarship Program
United Transportation Union Insurance Association 24950 Country Club Blvd., Suite 340
North Olmsted, OH 44070-5333
Keith Fitzhugh is a conductor trainee on Norfolk Southern’s Atlanta North District. He could be playing football with the New York Jets. If you think trading a National Football League playbook for an operating employee’s rulebook is something akin to carrying the ball toward your own goal line, think again.

The 24-year-old Fitzhugh – who has made application for UTU membership when he completes his probationary period in January – knows the value of steady work and regular paychecks in an economy thrown for a loss.

“You can have a fine living working for the railroad,” Fitzhugh said.

Cut by the Jets pre-season, Fitzhugh responded to an early December invitation to return as a defensive back with a polite, “thanks, but no thanks.”

Fitzhugh began conductor training with NS in September, established seniority in November, and looks forward to membership in Local 511 in Atlanta. He was raised in nearby Hampton, Ga.

“For me, having job security is important,” said Fitzhugh, who is helping support his disabled father, a former truck driver. “I was released three times [twice by the Jets, once by the Baltimore Ravens]. There is no job security [in the National Football League]. Why risk losing a good job with Norfolk Southern?"

“To sacrifice what he did for his family is the most unselfish thing I’ve heard by a player in sports,” Fitzhugh’s agent told the Associated Press.

“I think riding on a locomotive is one of the coolest things,” Fitzhugh said. “I talked with my parents about it. They have always thought highly of Norfolk Southern, where it’s safety first.”

Fitzhugh, a standout safety at Mississippi University, was signed by the Jets in 2009. He was named by USA Today as one of the top 200 college football players in the nation, and played as a senior in the East/West Shrine Bowl.

At Mississippi State, he earned a degree in communications, with a minor in marketing.