UTU urges FRA to revise conductor certification

WASHINGTON – As the Jan. 1, 2012, effective date for conductor certification approaches, the UTU and Brotherhood of Locomotive Engineers and Trainmen are urging the Federal Railroad Administration to revise certain portions of the proposed certification rules.

Chief among areas of concern is the lack of a streamlined appeals process when railroad officials move to decertify a conductor. The UTU and the BLET are asking the FRA to amend existing engineer certification rules with such a streamlined appeals process that will also require appeals to run their course before a conductor may be decertified.

Conductor certification is one of dozens of actions required by Congress in the Rail Safety Improvement Act of 2008 (RSIA). Other worker-positive safety advances ordered by the RSIA, also being advanced by the FRA, are mandatory availability of breathing apparatus for train and engine workers, elimination of positive train control, and a law that requires class A and B railroads to keep a list of conductors qualified on each territory, and provides implementation of positive train control, and hours-of-service reform. In each case, the UTU and BLET also are working to refine those rulemakings in line with concerns of UTU and BLET members.

Conductor certification will be published as a new Part 242 of Chapter 49 of the Code of Federal Regulations. Engineer certification, implemented by the FRA in 1991, is published as Part 240.

“Conductor certification has long been an objective of the UTU, as it enhances the professionalism and indispensability of the craft,” said UTU International President Mike Futhey. “One of the most sought after provisions of conductor certification, contained in the FRA’s proposed rulemaking, enables a conductor to refuse to violate operating rules and federal regulations even if demanded by a carrier officer.”

Streamlining decertification process UTU’s highest priority

“We also are pleased that the FRA proposes uniform training for conductors, which includes a requirement for territorial testing and qualification that must be preceded by face-to-face classroom training and territorial training with a pilot,” Futhey said.

“Railroads must also provide conductors with a map and listing of all safety hazards, and must keep a list of conductors qualified on each territory,” Futhey said.

“The proposed rule also makes it unlawful to require a conductor to work on territory where the conductor is not qualified, and provides

UTU, carriers continue to negotiate

In addition to UTU lead negotiator President Futhey, UTU officers on the negotiating team include Assistant President Arty Martin; UTU International Vice Presidents Robert Kerley and Delbert Strunk; National Legislative Director James Stem and General Chairpersons John Lesniweski (CSX, GO 049), Pete King (NS, GO 680) and Doyle Turner (CSX, GO 347).

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

One, which includes the Transportation Communications Union, the American Train Dispatchers Association, the International Association of Machinists, the International Brotherhood of Electrical Workers, and the Transport Workers Union, previously applied for services of the National Mediation Board (NMB), and a mediator was assigned. A second coalition, which includes the Brotherhood of Locomotive Engineers and Trainmen, the Brotherhood of Maintenance of Way Employees, the Brotherhood of Railroad Signallers, the Brotherhood of Boilermakers and Blacksmiths, the National Conference of Firemen and Oilers, and the Sheet Metal Workers International Association, requested the services of the NMB Jan. 11.

That leaves only the UTU in voluntary negotiations with the NCCC.

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Local 168, Chicago, Ill.  
Member Richard Lent has notified UTU News that this local’s website address has been changed. The new address is www.utu168.org.

Locals 195 & 1423, Galesburg, Ill.  
At their annual Christmas party Dec. 10, the members of these RSNF locals, along with the members of BLET Division 444, collected $1,100 to purchase Christmas gifts for underprivileged children. Local 195 President Bryan Roberts reported. The collected money was taken to the Galesburg Wal-Mart where it was used to purchase gifts for 20 children who had placed their Christmas wishes on the store’s Angel Tree. “In light of the generosity of the UTU and BLET members, Wal-Mart increased the original donation by 10 percent. It’s great to get these locals together for a night of dinner and dancing, but the most rewarding part of the evening was the generosity shown by our members and retirees,” Roberts said.

Local 240, Los Angeles, Calif.  
Local President Jim Contreras, left, and former UTUIA Local 312, Madison, Wis.

Local 206, Chicago, Ill.  
Field Supervisor Roger Sparks, right, presented a check to Heart Ministry Center Executive Director John Ewy.

Local 220, Houston, Tex.  
Voted to purchase $400 to purchase 40 gift cards for the Heart Ministry Center. Local President Joe M. Moore, right, presented a check to Heart Ministry Center Executive Director John Ewy.

Local 240, Los Angeles, Calif.  
Local 1570, Roseville, Calif.

Local 277, Hartford, Conn.  
Retired member Charles Myhre died Jan. 15, North Dakota State Legislative Director Marc Halvorson reported. Myhre, 76, was employed as a Soo Line conductor for 27 years. He is survived by his wife, Belva, four daughters and a son. “Charlie was a good rail and friend of the UTU. He will be deeply missed,” Halvorson said.

Local 1138, Miami, Fla.  
A week’s stay at a secluded North Carolina cabin and a block of tickets to a Miami Heat/Atlanta Hawks basketball game were raffled by this local to raise money for a member who is unable to work after suffering from heat stroke. Florida State Legislative Director Andres Trujillo reported. On Jan. 11, Local Chairperson Yvonne Hayes and Secretary & Treasurer Charles Huberger, who donated the basketball tickets, and Trujillo, who donated the use of the cabin.

Local 1570, Roseville, Calif.  
Amateur photographer and retired former Local Chairperson Beau A lenduff reported. His work displayed at a National Photography Exhibition at the Blue Line Gallery in Roseville on Jan. 15, according to Local Chairperson Brad Elkin. “After 46 years of railroad service and 32 years as a union officer, Daryl went back to school and is working toward a second degree,” Elkin said. Stouchfield is currently enrolled at Sierra College.

Local 367, Omaha, Neb.  
This UP local held its annual raffle for charity in December to raise money for the Heart Ministry Center, Legislative Rep. Kevin Kresl reported. Kansas City Chiefs football tickets, a Toshiba Netbook computer and a $50 gift certificate to Nebraska Furniture Mart were awarded to Roger Bresentzel, Joe Brown and Dan Jameson. In past several years, Local 367 has donated more than $10,000 to the Heart Ministry Center, which provides assistance to the disadvantaged, Kresl said. The raffle was coordinated by Local President Jim Contreras and the prizes were donated by the designated legal counsel firm of Holtsclaw & Kendall.

Local 807, Tucson, Ariz.  
Local 807 announced the retirement of former officer Thomas F. Moore Jr., who pulled the pin in November. Moore, who joined predecessor union SUNA Local 60 in 1947, served as chairperson, vice local chairperson, delegate, legislative representative and most recently, secretary & treasurer. He also served as chairperson of the Arizona State Legislative Board, vice chairperson and secretary of UP general committee of adjustment GO 887, and two terms as an Arizona state senator. Moore said he looks forward to extensive travel with his wife, Marie. Friends may contact him at moorety88@comcast.net.

Local 980, Enderlin, N.D.  
Retired member Charles Myhre died Jan. 15, North Dakota State Legislative Director Marc Halvorson reported. Myhre, 76, was employed as a Soo Line conductor for 27 years. He is survived by his wife, Belva, four daughters and a son. “Charlie was a good rail and friend of the UTU. He will be deeply missed,” Halvorson said.

Members of Team United First, above, will bicycle 565 miles to support AIDS patients and prevention.

School bus operators unite in battle against HIV, AIDS

Twenty-four members of Local 1714 at San Francisco’s Mountain View school district have vowed to participate in AIDS/LifeCycle 10 (ALC), a 565-mile bicycle trek to raise funds for support services for those suffering from HIV/AIDS and for HIV prevention, General Chairperson Paul Stein reports. UTU member and team captain Beau Thomson has participated in the annual event since 2005, and this year, found himself with 27 fellow UTU members, former members and friends forming their own cycling team.

The seven-day ride from San Francisco to Los Angeles will take place June 5-11 and the school bus operators and other team members of “Team United First” have pledged to raise $100,000 for the cause.

United First comes from a combination of United Transportation Union and First Student, the company that employs the drivers. Thousands of riders on other teams will also participate.

Most of the members of Team United First will actually ride bicycles, but others will serve as roadies, helping riders train and providing support services for the full week of the trip.

“In 2005, I was smoking two packs of cigarettes a day,” Thomson said. “I was overweight and hadn’t done anything athletic in years. This year, I will train and ride with co-workers I’ve known for years. To see them experience this first hand will be priceless.”

“I enjoy helping people and this ride seems like a good way to do it,” said Whitman in defense against AIDS, and to experience with some of my co-workers the fulfillment of working together on a fun and challenging project,” said Local President Sharon Wheatley.

Added member Shonara Rivas: “I have wanted to do ALC for a while, and this is finally the year for me. I went to closing ceremonies for ALC 9 and was so moved, I signed up on the spot.”

The members of Team United First include Thomson, Marina Acosta, Chris Alexander, Kelly Beardsley, Sheila Bickerstaff, Marilyn Brown, Rosalba Corriera, Gerry Cooper, Lois Correa, Barb Donovan, Kathleen Duffy, Shelby Hall, Shane Hoff, Chris King (former member), Sherrie Klein, David Kush, Teresa Lea, Sheena Maloney, Dulce and Thomas and Wheatley.

For additional information, or to make a donation, visit www.aidslifecyle.com. Select “Find a Participant” and enter “United First” in the team name space.

“No donation is too small,” said Stein. “Although a daunting task, the team has already raised more than $1,000 and must reach their goal by the beginning of the ride.”

For more information, contact A lenduff at (727) 522-6808 or send e-mail to him at jalenduff@tampabay.rr.com.

www.utu.org / www.utuia.org
UTU continues negotiations on Amtrak

The following update on Amtrak negotiations comes from UTU General Chairperson Roger Lenfest (Amtrak, GO 769), who is the UTU lead negotiator.

The UTU International is not participating in the talks. Under the UTU’s guarantee of craft autonomy, the UTU International participates in on-property negotiations only when requested to do so by general chairpersons.

The existing UTU agreement with Amtrak remains in force until amendments are concluded under provisions of the Railway Labor Act. According to Lenfest: “Here are some of the reasons why we have not yet reached a settlement.

“So far, none of the crafts who have settled have come close to a net 3 percent increase in pay for their members any year for the next five years.

“In fact, in the last three years of those agreements, the single-employee contribution to health and welfare could be $320 per month.

“On the other hand, there are several important issues specific to our craft that are serious about resolving. Certification and the attendant pay for certification is important, as is the issue of the treatment of single-day vacations.

“Furthermore, the meal allowance for conductors who are required by Amtrak to be away from home must be addressed.

“Another important issue to our members is to achieve an adequate amount of time off for those members who work long hours.

“In the meantime, there are several economic reports coming in that inflation and increased costs for fuel and groceries are right around the corner.

“It is our goal to reach a reasonable and honorable settlement with Amtrak in the near term; however, we must be vigilant that any settlement is equitable and that we meet our responsibility to place our members in a better economic situation.”

UTU member shot; another loses limbs

UTU members Timothy Council suffered a gunshot wound and Larry McVay lost two limbs in separate incidents recently. In DeSoto Parish, La., KCS conductor Council and engineer Paul Griffin were wounded when a gunshot came through their locomotive window Dec. 20, according to the Shreveport Times.

Griffin, 44, was inside the cab of his locomotive when a bullet struck him in the face. The bullet then struck the hand of conductor Council, a member of Local 781 in Shreveport, La. Police told KSLA television news that the shot was fired by a man who had just purchased a gun and was checking his aim when the gun fired.

Griffin, said KSLA, was some 400 yards away when hit.

The Times reported Griffin’s wound as “non-life threatening.” Council was treated and released.

In Lafayette, Ind., Norfolk Southern conductor and Local 768 member Larry McVay, 43, lost an arm and a leg in a switching accident the morning of Jan. 3, and is recovering at an Indianapolis hospital.

A benefit fund for McVay has been established at Land of Lincoln Credit Union, 2890 N. Oakland Ave., Decatur, IL 62526. For more information call (217) 875-1300.

Members who have PayPal accounts may also make a contribution through the PayPal website by sending funds to the e-mail address “benefit-larry@yahoo.com.”

Illinois, Amtrak, UP agree on fast trains

Some $1.1 billion in federal grants for high-speed rail between Chicago and St. Louis are about to flow to the State of Illinois after the Illinois DOT, Amtrak and Union Pacific reached an agreement on how to accommodate freight and passenger trains on the affected track, reports the Springfield State Journal-Register.

The Illinois DOT predicts that when the high-speed rail line is completed in 2014, the passenger train trip between Chicago and St. Louis will be four hours, 10 minutes – about a 30 percent reduction in the current passenger-train time.

UTU reaches agreements on FEC

Two tentative four-year agreements have been reached between the UTU and Florida East Coast Railway (FEC).

One of the tentative four-year agreements covers FEC conductors, engineers, trainmen and yardmen represented by the UTU.

The second tentative four-year pact covers FEC yardmasters represented by the UTU.

The tentative agreements, retroactive to Jan. 1, 2009, and extending through Dec. 31, 2012, cover wages, benefits and working conditions. The tentative agreements must be ratified by the crafts, and include retroactive pay.

Town hall meetings, to explain the tentative agreements prior to a ratification vote, were conducted across the property during January.

UTU-represented shortline has new owner

LONGVIEW, Wash. – UTU-represented train and engine employees of Columbia & Cowlitz Railroad here have a new employer in Patriot Rail Corp. after Patriot completed their acquisition of the railroad, which includes protection of workers’ wages, benefits and working conditions.

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UTU Assistant President Arti Marin has met four times in recent months with the UTU train and engine employees on Columbia & Cowlitz Railroad.

UTU negotiators included General Chairperson Jon Hancek and Vice General Chairperson John Whitaker (CSX, GO 851), Local 903 (Jacksonville, Fla.) Chairperson Jim Bush, and Local 1138 (Miami) Chairperson Jim McCorkle. The UTU negotiating team was assisted by UTU International Vice President Robert Kerley.

FEC is a Class II railroad, operating more than 350 miles of mainline track along Florida’s east coast.

In November, FEC completed 2,000 consecutive days of on-time service to UPS – a record for any transportation company serving the logistics giant. During that almost 5-1/2 year period, FEC delivered 125,000 on-time intermodal loads for UPS, consisting of more than 200 million packages.

T&E numbers up for 2010, but not evenly

All railroads increased the number of train- and engine-service workers in 2010, but at quite different rates, according to data released by the U.S. Surface Transportation Board.

Overall, the number of train- and engine-service workers increased in 2010 by 9.21 percent – 62,067 in December 2010 versus 56,833 in December 2009. Here are the numbers:

<table>
<thead>
<tr>
<th>Railroad</th>
<th>December 2010</th>
<th>December 2009</th>
<th>Percent change</th>
</tr>
</thead>
<tbody>
<tr>
<td>BNSF</td>
<td>13,580</td>
<td>13,580</td>
<td>+0.4%</td>
</tr>
<tr>
<td>CSX</td>
<td>10,441</td>
<td>10,441</td>
<td>+1.3%</td>
</tr>
<tr>
<td>KCS</td>
<td>1,218</td>
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<td>+1.6%</td>
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<tr>
<td>NS</td>
<td>12,015</td>
<td>12,015</td>
<td>+0.8%</td>
</tr>
<tr>
<td>UP</td>
<td>18,142</td>
<td>18,142</td>
<td>+7.1%</td>
</tr>
<tr>
<td>CN*</td>
<td>1,934</td>
<td>1,934</td>
<td>+26.1%</td>
</tr>
<tr>
<td>CP*</td>
<td>938</td>
<td>938</td>
<td>+52.4%</td>
</tr>
<tr>
<td>Amtrak</td>
<td>3,408</td>
<td>3,408</td>
<td>+2.4%</td>
</tr>
<tr>
<td>*U.S. operations only</td>
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</tbody>
</table>

“Presently, we are not the only major craft negotiating with Amtrak. The Brotherhood of Locomotive Engineers and Trainmen and the Brotherhood of Maintenance of Way Employes have yet to reach a settlement with Amtrak.”

“In fact, the BMWE recently polled its Amtrak-employed members concerning the acceptance of a contract with Amtrak under similar terms and conditions as those accepted by the crafts who have already signed.”

“We understand that in excess of 2,000 ballots were sent out to BMWE members and 85.5 percent of the respondents voted to continue to bargain for a better settlement.”

“I shall provide further updates as negotiations continue.”

(Editors’ note: In May 2010, Amtrak clerks and carmen represented by the Transportation Communications Union ratified five-year agreements with Amtrak that, according to the TCU, provide for a 15 percent general wage increase over five years.)
For equal protection there can be no ‘me’ in ‘union’

A

s I travel the nation attend-

ing local and regional meet-

ings, I am often asked,

“What has the union done for me?”

Brothers and sisters, there is no

“me” in “union.” Your union cannot

make agreements for one individual,

or a small sector of the seniority

roster.

It has long been the practice of

the UTU to make agreements that

protect all members – from the

youngest to the oldest on the senio-

rity roster.

In unity, there is strength in num-

bers. Union is about bringing

together, unifying, combining and

blending. By working together – mobilizing,
collecting facts and speaking collec-
tively in a single and strong voice – we
have achieved gains that could not
be possible otherwise.

A union is about the collective
power of strength on behalf of all its
members – protecting all members
from discrimination of any form, making
each of us a contractual employee rather than an employee at
will, ensuring the right to a given
duties defined by the collective bar-

gaining agreement, and providing

health and retirement benefits

beyond what is found in other indus-
tries.

As we face inevitable change

from technological discoveries and
economic cycles, our membership
has specific needs that the union
works to satisfy at the bargaining
table, in grievances, and before reg-

ulatory agencies, state legislatures

and Congress.

Assuring equal protection for

all members is the objective. As elected
officers at all levels strive to achieve

that objective, we must consider the
entire membership and not one
individual or a small group on the
seniority roster.

The more active and involved
local members are, the stronger the
local, general committee, state leg-

islative board and UTU Interna-
tional will be.

It is essential that every mem-
ber be active in their local, understand
our collective bargaining agree-
ments and learn to document carri-
der violations by making detailed
notes of events, the exact location,

who said what and witnesses.

By attending union meetings our
members gain a better understanding

of how a union works on behalf of its

members.

It is the carrier that attempts to
reduce or eliminate jobs, benefits

and improved working conditions.

Without the UTU, carriers would
have a free hand in replacing you
with someone willing to work for less,
for fewer benefits and under less-

safe working conditions.

The next time you hear a disgrun-
ted union brother or sister say

“What the heck has the union done
for me?” please respond in support of
your union.

Together, through preparation
and hard work, we must continue –

with fire in the belly – the fight for

what is right. But we must do it col-

lectively with one voice and on

behalf of every member.

The UTU is unique in the labor
movement. We are structured from
the bottom up, meaning that you, as

a member, vote for and elect your

local representatives, who, in turn,
elect general committee officers,

state legislative directors and UTU

international officers.

This form of representation has

served our members well. Moving
forward, we must continue to have
solid, active members and locals to

continue to provide the quality jobs,
wages, benefits and protections that

the UTU is known for.

Conductor certification improves the craft

Conductor certification for

freight, passenger and yard conduc-

tors (foremen) goes into effect Jan.

1, 2012.

Conductor certification was one of

the 44 specific improvements

in rail safety for rail employees con-

tained in the Rail Safety Improve-

ment Act (RSIA) of 2008.

The certification process applies

only to conductors and does not

apply to yard helpers, utility per-

sons, flagmen or brakemen.

Certification of conductors will

to be properly trained and tested pri-

or to being issued a federal license.

This certification process will

help stop the verbal encouragemen-
t to dodge the RSIA

requirement of the RSIA.

These lines carry at least five mil-

lion gross tons; tank cars containing

poisonous inhalation gases; and

Intercity and commuter passengers.

Even with 60 percent of mainline

mileage exempt from this require-

ment, the railroads are working

overtime to try to delay or remove

the requirement for PTC.

The cost to railroads from

injuries, fatalities, destroyed equip-

ment, evacuations and accident grid-

lock over the past four decades has

cost them an estimated four times

the cost of installing a state-of-the-

art PTC system.

Although railroads continue to try
to dodge the RSIA requirement for

installing PTC on just 40 percent of

their mainline track, I predict they

will not be successful.
Arizona

As Rep. Gabrielle Giffords (D-Ariz.) recovers from the horrendous act of domestic terrorism in Tucson in January, UTU members in Arizona have her in their thoughts and prayers. Says UTU Arizona State Legislative Director Greg Hynes: “She has always been very accessible to me and her voting record has been consistently pro-labor. She has voted consistently for us with regard to retirement issues, health care reform and Medicare.” Above, in a photo taken in August 2010, are Giffords with, from left, Local 807 (Tucson) Legislative Rep. Dave Shearer, Local 807 Delegate Tom Moore Jr. and Local 807 Chairperson Gary Crest.

Bus Department

By Bonnie Morr, alternate vice president - bus bonniemmorr@sbcglobal.net

As a professional driver, I receive calls from my employer on my cell phone, with the company knowing that I am driving. These calls often distract me from the task of driving safely. The problem of distracted driving goes beyond the bus operator, and involves employers, who have an obligation to provide effective communications devices in the vehicles we operate.

The proposed disqualification rules are flawed

The disqualification rules proposed are flawed, especially with regard to not providing a right of appeal or to contest disqualification. This strikes to the heart of job security, because any CDL revocation means a loss of employment.

As proposed by the FMCSA, states would lose federal highway funding if they fail to enact the proposed rules.

The UTU’s National Legislative Office, assisted by the Bus Department, is making the following comments to the FMCSA:

- The final rule should remove any process for civil penalties against drivers.
- The rule should contain an appeal process for the levels of disqualification.
- If cell phone use is to be banned, then other appropriate and effective electronic communication devices must be made available by employers for use by drivers – and they must be sanctioned by the FMCSA.
- Violations of the cell phone ban should be separate from traffic violations that lead to disqualification, and should not be allowed to progress to a lifetime disqualification.
- Electronic communication devices should be placed so that they can be used by the driver without having to take one’s eyes off the road to use them.
- Employers should be subject to periodic review of their procedures in communicating with drivers in emergency situations. Employers should also be subject to fines for non-compliance.

The problem of distracted driving goes to the heart of job security, because any CDL revocation means a loss of employment.

Employers should be subject to periodic review

Moreover, it is important to have the ability to use a cell phone in an emergency situation, which includes reporting dangerous situations involving passengers or abuse of the driver by a passenger.

I have been a commercial driver of school buses and public transit buses for 28 years, and I know that trained professional drivers are among the safest on the highway. We, as an organization representing trained and safe professional drivers, must make our voice heard within the FMCSA.

San Francisco school drivers ratify new contract

San Francisco school bus drivers represented by the UTU recently voted to ratify a new contract with First Student by a 72-percent majority. All are members of Local 1741, San Francisco.

“Our strategy was to keep negotiations limited to economics because the work rules in our contract are the standard by which most other school bus drivers measure their contracts: by any measure it is one of the best contracts for school bus drivers in the country,” General Chairperson Paul Stein said.

“Also, our health insurance benefits far exceed most San Francisco city workers. “Negotiators for the local were able to hold onto our health insurance plan without premium increases. “We asked for wage increases for ourselves and a series of raises for the office staff and dispatchers that would bring them up to the level of the drivers. The increases we got for the staff was very nearly what was asked for, and was viewed by most as a victory.

“The unity of drivers and staff and the hard work of the members of the local committee of adjustment who did the hands-on work of negotiations is a tribute to the abilities of working people willing to fight for what they deserve,” Stein said.
UTUIA's Promise to You:
Invest in any of the UTUIA’s accident and/or health insurance policies, to protect you and your family members, and the UTUIA makes these promises to you:
- All benefits will be paid directly to YOU
- Only YOU can cancel your insurance policy – it is guaranteed renewable
- No physical required
- Your premium does not increase with age
- You will NEVER be singled out for an increase in premiums
- Benefits will always be paid at full value, regardless of any other insurance you may own

Benefits will always be paid at full value, regardless of any other
You will NEVER be singled out for an increase in premiums
Your premium does not increase with age
No physical required
You will NEVER be singled out for an increase in premiums
Benefits will always be paid at full value, regardless of any other insurance you may own

Disability income replacement
During your working years you are 3.5 times more likely to be injured and need disability coverage than to die and need life insurance. This does not suggest you should abandon life insurance to purchase a disability policy, but it does highlight the importance of disability insurance in any financial plan. Your most valuable asset is your ability to earn a living – protect it with a UTUIA disability plan.

UTUIA’s accidental death and disability plan offers guaranteed approval for all active transportation employees and their family members. Unlike most accidental death and disability plans, the UTUIA’s plan also covers confinement in an intensive care unit as a result of any accident. UTUIA offers plans that start at only $6.50 per month; our most popular plan is only $19.50 per month and offers up to $180,000 of accidental death benefits and up to $18,000 for ICU confinement. This plan is a must for anyone working in the transportation industry.

Cancer insurance
Fighting cancer is a battle in the best of circumstances and can take a toll on even the most financially stable families with great health care coverage. Statistics tell us that one out of three individuals will be diagnosed with cancer in their lifetime and that cancer will affect three of every four families. A two-parent family and all of their children (children under 18 or 23 if full-time student) can typically be covered by the UTUIA against cancer expenses for less than $1 per day.

The UTUIA offers a multi-benefit cancer plan that can make the difference when cancer strikes. Join the thousands of other UTUIA members who have already purchased a cancer plan and protect your family today.

Information, please
I would like more information on UTUIA’s products. (Please print)

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Address:
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Complete mail to: UTUIA, 24995 Countryside Club Blvd., Suite 340, North Olmstead, OH 44070-5313

Visit us on the Internet at www.utuia.org
Call us, toll-free, at (800) 558-8842 for complete details on any of these products.

Or, complete, clip and mail the coupon at right; someone from the UTUIA will contact you.


UTUIA offers protection to you and your family deserve ‘Insurance is the foundation of a sound financial plan’
By Tony Martella
UTUIA Director of Insurance & Marketing

The foundation of a sound financial plan is to assure sufficient income to protect our loved ones in the event of an untimely death, catastrophic illness or long-term disability. The United Transportation Union Insurance Association (UTUIA), owned by its policyholders, offers top-quality insurance products for every stage of life and family circumstances, geared specifically for transportation industry members and their families.

UTUIA is all about dedicated trade unionists assisting dedicated trade unionists in a not-for-profit company.

UTUIA doesn’t engage in anti-union activities, such as lobbying for corporate-favored public policies.

To learn more about UTUIA products, contact a UTUIA field supervisor.
The list of field supervisors and their contact information is shown below.

The first person you should pay on payday is yourself. Invest in yourself and your family; let the UTUIA help you.

The UTUIA offers several payout options when you do decide to withdraw your funds. Also important is that, since our annuity is an insurance product, your beneficiary will receive your annuity value upon your death while avoiding the time, expense and frustrations of probate.

UTUIA helps fund your retirement
The UTUIA offers three investment vehicles that offer guaranteed returns and can be used to ensure a more secure retirement. With more than $55 million invested, the UTUIA’s retirement products are doing just that for your friends and family.

The UTUIA offers Individual Retirement Accounts (IRAs), Roth IRAs and an annuity plan. Depending on your income level, some or all of your contributions to an IRA may be tax deductible. If you invest in a Roth IRA, your future payouts will be tax free. With all three plans your year-to-year earnings will grow tax free. Why pay Uncle Sam more than you have to? Begin investing in tax-deferred growth today and let the tax laws work in your favor.

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These UTUIA field supervisors are ready to help you

David Landstrom (307) 630-2927 d_landstrom@utu.org

Greg Hale (574) 288-5052 greghale@utu.org

Chris Fly (252) 813-7319 cfly@utu.org

Dan McElley (970) 269-1631 dmcelley@utu.org

Art Rayner (724) 699-1233 arl_rayner@utu.org

Serge Decoste (909) 292-7381 ts336@msn.com

Malcolm Morrison (919) 955-6720 tomone@utu.org

Charlie Skidmore (303) 564-5616 charlesskidmore@utu.org

Joe Solito (504) 914-6008 jesolito@utu.org

Steve White (864) 379-4062 s_white@utu.org

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Complete mail to: UTUIA, 24995 Countryside Club Blvd., Suite 340, North Olmstead, OH 44070-5313

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UTUIA: YOUR union-owned insurance company
Insurance for unionized transportation employees, managed by labor-represented employees FOR labor-represented workers
Some 225 UTU Alumni Association members recently donated almost $9,500 to the UTU’s pension protection committee. UTU PAC. The retirees received a UTU PAC business-reply envelope in their 2011 wall calendars, and, wow, did they reply! UTU PAC Administrator Wendy Conrad holds just a few of the donations.

Alumni Association member Robert Beard is shown with some of the Trailways memorabilia he helped collect for the company’s mini-museum, recently named for him.

Between 1961 and 1987, Beard drove nearly 2 million miles for Continental Trailways along his scheduled route between Washington and New York City. That is the equivalent of 80 trips around the equator of the earth.

A Alumni Association member Robert Beard is shown with some of the Trailways memorabilia he helped collect for the company’s mini-museum, recently named for him.

Some 30 UTU Alumni Association members, their spouses and friends recently enjoyed a trip to Opryland in Nashville, Tenn., on a tour arranged as one of the benefits of membership in the organization. Shown aboard the Gen. Jackson Showboat are (left) Barbara and Ron Scarnati of Lancaster, N.Y., with Mary and Gene Most of Deerfield, N.Y. Roy and Gene are retirees of Local 1993, East Buffalo, N.Y. (The Morris also went on the Alumni Association’s New England and Alaska cruises.)

Retired bus operator honored for years of service

UTU Alumni Association member Robert Beard, a retired bus driver and member of former Local 1699, Washington, D.C., is a driving force.

“Not long after that, my local, 1699, gave up its charter.”

“During my proud years with the UTU, I served as vice chairperson of the grievance committee, local legislative representative and delegate to a number of conventions.”

“I also had the unique (for a bus member) opportunity to serve a number of years as the District of Columbia legislative director, the home city of our national legislative office. I do not believe a bus man ever held the office of state legislative director.”

Thank you, alumni!

Railroad retirement benefits go electronic

Come May 1, Social Security and Railroad Retirement checks for new recipients no longer will be mailed.

The Social Security Administration and the Railroad Retirement Board are going paperless—sending payments electronically (direct deposit) to those receiving retirement, disability and survivor benefits.

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PATH celebrates first female general chairperson

UTU member Patricia Smith, a conductor with the Port Authority Trans-Hudson Railway (PATH), has been elected general chairperson (GO 795, Local 1413, Jersey City, N.J.), the first female general chairperson in the 103-year history of PATH.

A subsidiary of the Port Authority of New York and New Jersey, PATH—which began operations in 1908—today transports more than 72 million commuters annually between the New Jersey cities of Newark, Hoboken and Jersey City and two terminals in New York City, via tunnels under the Hudson River.

Among members of GO 795 are genuine 9/11 heroes—conductors credited with saving hundreds of lives the morning of Sept. 11, 2001, when terrorists caused the destruction of the twin towers of the World Trade Center, which stood above the PATH station. With the PATH World Trade Center station filling with smoke, PATH conductors held their outbound train’s doors open and ensured every passenger on the platform was aboard before departing the station. It was the last train out before the collapse of the towers.

Smith, who lives and breathes the principles of trade unionism—and especially the UTU—had her path in September 1989, and previously was secretary of GO 795. Rather than comment on her elevation to general chairperson in January, she noted that the hard work and dedication of PATH GO 795 vice chairpersons Sean Smith, Dave McQuillan and Kevin Wendolowski, and secretary Anita Aguilar, be recognized.

“Pat Smith has a great attitude and is committed 24/7 to improving working conditions and job security for her PATH membership and moving the union spirit forward,” says UTU International Vice President Delbert Strunk, assigned to assist the general committee.

The UTU also represents tower operators on PATH (GO PAT).

Advice from the UTU’s medical consultant on how genetics affect your health

By Dr. Norman K. Brown

UTU medical consultant

UTU members and their families have access to excellent wellness programs through health-insurance providers that help control and eliminate many bad habits such as poor nutrition, smoking and lack of exercise.

But there are certain health-related matters we cannot control because they are part of our hereditary makeup—our genes.

From our parents we inherit a huge package of genes—both positive and negative. Our ability to repair machinery, play sports, solve math problems or communicate clearly are all partly inborn. Most of us are very good at some tasks, but not so good at others. Those abilities, in large part, are associated with our genes.

For example, genes have a lot to do with the fact that three brothers—Benji, Josh and Yadiel Molina—are three brothers whose skills propelled them to major league baseball teams as catchers. Sandy Alomar Jr. and Roberto Alomar followed their father, Sandy, into major league baseball.

Sure, education, training and hard work also affect our abilities, but let’s focus here on genes, that we share with our parents and siblings.

There is big value in studying and thinking about our parents, grandparents, siblings, even aunts and uncles, in planning for the best possible life for each of us.

When blood-related loved ones have illnesses or even die—as a result of diabetes, high blood pressure, heart attacks and strokes—I recommend learning all you can about what happened.

We know some of the genetics for common diseases, but knowledge in this area is exploding as I write. It is not possible here to detail preventive steps in each instance, but here are a few general principles.

In some cases—such as obesity, which is partly genetic—we can take actions to counteract genes.

Recent studies show that the amount of starches, the enzyme in our saliva which splits up starches, varies based on our genetic makeup. At a result, the same food may taste much better to one of us than another, perhaps contributing to overeating, so resisting the tendency will need even more effort.

Here are other methods to counteract negative genes.

• Many drug stores have equipment to measure your blood pressure without charge.

• A canister of test strips can be purchased from a pharmacy to put in your urine to check for sugar. A twice-a-year check after eating a rich meal can detect potential diabetes.

• A family history of hung, breast or skin cancer would be an excellent reason to avoid smoking, schedule mammograms and avoid lengthy exposure to the sun.

• Cancer of the colon and prostate run in families, so ask your doctor how to monitor for these.

Please consider for your next doctor’s visit bringing along a list of all the medical conditions among your family members to offer your doctor the opportunity to make recommendations for your better health in the short and long term.

Learn all you can about your own genes—your partners for life—so you can be your very best with them.

Union Plus offers hardship grants

Two new hardship grants from Union Plus are available to help union members with union credit cards who are facing financial difficulties.

Union Plus furlough grant: Union members or their spouses who have been furloughed from their jobs for 15 days or more within a six-month period can receive a one-time $250 payment made directly to their Union Plus credit card.

Union Plus job-loss grants: The time to apply for a $250 job-loss grant has been expanded from six months to 12 months to allow members more time to learn of the grant and apply for it. Union Plus credit card holders who have been laid off in the preceding 12 months and who have been out of work for 90 days or longer may apply for a grant.

Learn more and find grant applications at www.unionplus.org/unionsafe.

Payments not taxable

Members who received disability-claim payments from Anthem or Lincoln in 2010 will be receiving IRS W-2 forms from those insurers.

This does not mean that the benefits are taxable; it is merely a reporting requirement of the IRS.

The payments will be listed in Box 12 with a “J” and the amount received. This notifies the IRS that the disability income is non-taxable.

Discipline Income Protection Program: It Pays!

What is the Discipline Income Protection Program? This program pays you 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 benefits, 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 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 Income Protection Program page on www.utu.org.

www.utu.org / www.utuia.org
Payroll tax cut will NOT weaken trust funds

The two percentage point reduction in payroll taxes for railroad workers covered by Railroad Retirement, and bus and aviation workers covered by Social Security, will NOT have a negative impact on either the Railroad Retirement or Social Security trust funds, as has been wrongly alleged by some.

Beginning Jan. 1, all workers saw an increase in their paychecks as a result of Railroad Retirement and Social Security payroll taxes being cut from 6.2 percent to 4.2 percent. The purpose of the tax cut is to stimulate the economy through consumer spending that will snowball into increased demand for products and new hiring by employers.

For workers earning $50,000 annually, the additional take-home pay from the reduced payroll tax cut will be some $1,000 in 2011. For those earning the maximum Social Security and Tier I Railroad Retirement income, the additional take-home pay will total $2,000 in 2011.

The payroll tax deduction will NOT have a negative impact on the Railroad Retirement or Social Security trust funds because the legislation provides that the shortfall in the trust funds – as a result of the payroll tax cut – will be made up by a contribution to those funds from the U.S. Treasury’s General Fund.

The legislation is absolutely clear on this point. In Section 601(c) of the Tax Relief, Unemployment Insurance Reauthorization and Job Creation Act of 2010, it states:

“There are hereby appropriated to [the Social Security Trust Fund] amounts equal to the reduction in revenues to the Treasury by reason of the application of the [payroll tax cut].”

This was confirmed by the Railroad Retirement Board, which advises that the payroll tax-cuts legislation “provides for the transfer of money from the General fund to the Social Security Equivalent Benefit Account, one of the trust funds from which the Railroad Retirement Board pays benefits, in an amount equal to the revenue lost due to the reduced payroll tax rate.”

Separately, the Social Security system’s chief actuary, in a Dec. 10 letter to Treasury Secretary Timothy Geithner, said, “The law specifies that Social Security will receive every dollar it would have gotten even without the payroll tax cut.”

Said President Obama in signing the legislation: “Social Security is a sacred compact that in return for a lifetime of hard work, America’s seniors will have a chance to retire with dignity. We have an obligation to keep that promise and safeguard and strengthen Social Security for seniors, people with disabilities and all Americans, both now and in the future.”

Obama: All-aboard for high-speed rail

In his state-of-the-union speech Jan. 24, President Obama conspicuously singled out high-speed rail as “the most reliable way to move people,” saying that “within 25 years, our goal is to give 80 percent of Americans access to high-speed rail, which could allow you to go places in half the time it takes to travel by car.”

“For some [high-speed rail] trips, it will be faster than flying – without the pat-down,” said the president. “As we speak, routes in California and the Midwest are already underway.”

The White House press office said the president will release more details on his desires for high-speed rail, Amtrak and Amtrak improvements when he delivers his fiscal-year 2012 budget request to Congress in early February.

“Countries in Europe and Russia invest more in their road and rail systems than we do,” said the president. “China is building faster trains.... We have to do better. America is the nation that built the transcontinental railroad.”

UTU organizes rail property deals

Employees of railroads in Alabama and Florida have chosen the UTU as their bargaining representative.

On South Florida Tri-Rail, a commuter railroad where the UTU already represents 90 percent of the employees, the UTU recently negotiated a deal that will give the employees a 1 percent pay increase as well as better health benefits.

In Alabama, train and engine workers on the Conewash Valley Railroad, Three Notch Railroad and the Wiregrass Central Railroad, all owned by Gulf and Ohio Railways, voted “UTU, yes.”

UTU delegate Mike Lewis worked with employees of both railroads to explain the UTU’s history, structure and representation. Lewis praised the efforts of Local 762 (Montgomery, Ala.) Chairperson Toby Mullins and UTU Florida State Legislative Director Louis Andrus Trujillo for their assistance.

South Florida Tri-Rail operates over 71 miles for former CSX track linking West Palm Beach, Ft. Lauderdale and Miami. Owned by the South Florida Regional Transportation Authority, Tri-Rail is operated by Viaola Transportation.

The Conewash Valley operates over former Central of Georgia (now Norfolk Southern) track between Troy and Gadsden, Ala. Three Notch, operated by Conewash Valley, is a CSX branch line from Andalusia to Georgiana, Ala. Wiregrass Central operates over former CSX track from Enterprise to Newton, Ala.

Rail profits up

Continued from page 1

Indeed, railroad CEOs are predicting another strongly profitable year in 2011, which was reflected in year-end railroad stock prices, which were hitting with record highs. Following are profit reports from the major railroads:

**Canadian National:**
- Fourth-quarter profit increased 19 percent.
- Calendar-year 2010 profit increased 13.5 percent.
- Operating ratio improved four percentage points to 63.6.
- The stock dividend was raised 20 percent.
- The year-end stock price was up 36 percent. Analysts predict CN’s stock price will rise another 4 percent in 2011.

**Canadian Pacific:**
- Fourth-quarter profit increased 34 percent.
- Calendar-year 2010 profit increased 39 percent.
- Operating ratio improved four percentage points to 66.6.
- The stock dividend was raised nine percent.
- The year-end stock price was up 45 percent. Analysts predict CP’s stock price will rise another eight percent in 2011.

**CSX:**
- Fourth-quarter profit increased 46 percent.
- Calendar-year 2010 profit increased 35 percent.
- Operating ratio improved four percentage points to 71.1.
- The stock dividend was raised 26 percent.
- The year-end stock price was up 62 percent. Analysts predict CSX’s stock price will rise another six percent in 2011.

**Kansas City Southern:**
- Fourth-quarter profit increased 47 percent.
- Calendar-year 2010 profit increased 82 percent.
- Operating ratio improved 8.9 percentage points to 73.2.
- The year-end stock price was up 74 percent. Analysts predict KCS’s stock price will rise another seven percent in 2011.

**Norfolk Southern:**
- Fourth-quarter profit increased 31 percent.
- Calendar-year 2010 profit increased 45 percent.
- Operating ratio improved five percentage points to 71.9.
- The stock dividend was raised 11 percent.
- The year-end stock price was up 41 percent. Analysts predict NS’s stock price will rise another eight percent in 2011.

**Union Pacific:**
- Fourth-quarter profit increased 31 percent.
- Calendar-year 2010 profit increased 47 percent.
- UP’s chairman Jim Young said 2010 was the “most profitable year in Union Pacific’s nearly 150-year history.”
- Operating ratio improved 5.5 percentage points to 70.6.
- The stock dividend was raised 40 percent.
- The year-end stock price was up 60 percent. Analysts predict UP’s stock price will rise another eight percent in 2011.

**BNSF:**
- As BNSF is now privately held, it no longer reports detailed financial data.

Certification

Continued from page 1

that a lone engineer must be certified as both an engineer and a conductor, or be accompanied by a certified conductor. Collective bargaining will determine additional pay for certified conductors,” Furhey said.

In reviewing the FRA’s proposed rule for conductor certification, the UTU and the BLET noted that “the FRA cannot deny that the railroads have repeatedly abused” their discretion in disqualifying engineers under the two-decade old engineer certification rule.

Thus, the UTU and the BLET urged the FRA to streamline the decertification appeals process for conductors as well as engineers.

Unacceptable, for example, is the appeals process for engineer decertification, which requires hiring of an attorney and can stretch for years.

Certification

The UTU and the BLET also want decertification to be delayed until the appeals process has run its course. “We contend that the only legitimate reason to impose a suspension prior to the employee being provided due process is if the alleged violation is deemed a willful violation; otherwise, the suspension serves no useful purpose,” the UTU and the BLET told the FRA. “The notion that some [engineers] will go right ahead driving unqualified engineers under additional ‘cardinal sins’ is preposterous.”

The UTU and the BLET also asked the FRA to include, in the final rule, a requirement for FRA review of all denials of certification by railroads to make conductor certification requirements more stringent than contained in the rulemaking. “It is not unreasonable to expect the railroads to identify and correct any deficiencies before each railroad will implement additional or more stringent requirements for its conductors," the UTU and the BLET told the FRA.

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Regional meetings offer education, fraternalism

The 2011 UTU/UTUUA 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 1/2 days, ending early on the afternoon of the third day. The evening of the first day has been left unscheduled so you, your family and friends will be free to explore and enjoy the many offerings of the regional meeting cities.

UTU meeting registration and hotel reservations can be made online by visiting www.utu.org and clicking on the “meetings” tile 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 function. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

The registration fee for the 2010 regional meetings is $150 per member, spouse or child over age 11. Additional fees apply for the golf outing and spouse tours. You must make your own room reservations, and certain deadlines apply. Tours are booked first come, first served. Each meeting will offer discounted registration fees for workshop materials; a welcome exception the night before the meeting, 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.

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, 24560 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, 10 days prior to the scheduled start of the meetings or the registrant will be charged the on-site registration fee of $200.

The overflow hotel is the Roosevelt Hotel, 45 East 45th St., New York, NY 10017 (a seven-minute walk to the Hyatt). Transportation, golf, lunch and more.

S.A.N. 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) 228-5761 fax
Reservation code: UTU
Daily room rate: $119 single/double, plus tax; rates good for three days before and after the meeting, depending upon availability
Reservation deadline: May 18, or until all rooms being held for the UTU are reserved
Parking: Valet: $35.50 per night; Self: $22
Golf outing: 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 transportation, golf, lunch and more.

NEW YORK CITY, JULY 4-6
GRAND HYATT NEW YORK
109 E. 42ND ST. AT GRAND CENTRAL
NEW YORK, NY 10017
WWW.GRANDNEWYORK.HYATT.COM

All rooms being held for the UTU at the Grand Hyatt New York have been reserved.

The overflow hotel is the Roosevelt Hotel, 45 East 45th St., New York, NY 10017 (a seven-minute walk to the Hyatt). Telephone (866) 833-3695; mention UTU when reserving rooms. Rates are $119 single/double, $239 triple, $279 quad. Room rates are good July 1 to July 9. Cut-off date for reservations is June 11 or until all rooms being held for the UTU are taken. Parking is $55 per 24 hours.

DISCOUNT AIRFARES, CAR RENTALS
Continental Airlines is offering discounted airfares to UTU members and others attending the Grand Hyatt and New York regional meetings. See the “Meetings” page of the UTU website, www.utu.org, for details.

The UTU also has arranged with Avis Rent-a-Car to offer discounted car rates to UTU members attending the 2011 regional meetings. To reserve a car, contact Avis at (800) 311-1600 and use the UTU’s Avis Worldwide Discount (AWD) number: D159699. Or reserve online at www.avis.com.

TWO SPouse TOURS SET
The UTU is offering 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 meeting and will be offered to registered spouses, guests or children in San Antonio, $50 per registered spouse, guest or child, $90 per unregistered spouse, guest or child, in San Antonio. $50 per registered spouse, $75 per unregistered spouse, guest or child in New York. Check www.utu.org for complete details.

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 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 funds 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 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.

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?
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Spouse registration ☐ San Antonio ☐ New York
Spouse name ____________________________ Title (if any) ____________________________
Spouse age ____________________________

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

Child registration ☐ San Antonio ☐ New York
Child name ____________________________ Age ____________________________
Child age ____________________________

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

Child name ____________________________ Age ____________________________

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

Spouse/guest tour: ☐ Sunday or ☐ Monday ($35 per registered spouse, $75 per unregistered spouse in San Antonio; $50 per registered spouse, $80 per unregistered spouse in New York)

Guest registration ☐ San Antonio ☐ New York
Guest name ____________________________ Relationship to member ____________________________
Home address ____________________________ City/State/ZIP ____________________________

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

Spouse/guest tour: ☐ Sunday or ☐ Monday ($35 per registered spouse, $75 per unregistered spouse in San Antonio; $50 per registered guest, $80 per unregistered guest in New York)

Special needs? (Circle appropriate response) Registrant / spouse / child / guest is:
☐ Healing impaired / visually impaired / in wheelchair / other:

Golf registration ☐ San Antonio

Name ____________________________ Handicap: ____________________________
Name ____________________________ Handicap: ____________________________

(Golf fees are $80 per golfer; include in total payment. Please provide names of others if you have more than one)

Payment options
Check/money order enclosed (U.S. funds only) $ ____________________________
Credit card ☐ VISAs ☐ MasterCard ____________________________
Card number ____________________________ 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 applicable) and spouse/guest tour fees (if applicable), must be received at the UTU International, 24560 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 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.

www.utu.org / www.utuia.org
UP’s close-call program gets high marks

NORTH PLATTE, Neb. — Union Pacific is four years into its five-year pilot Confidential Close Calls Reporting System (C3RS) and participants are giving it high marks for improving safety culture.

C3RS encourages engineers, conductors, trainmen and yardmasters to report close calls that may have resulted in accidents or injuries without fear of discipline or FRA enforcement action, even if rules violations are involved.

All C3RS reports by employees are collected anonymously and kept confidential.

The UP pilot program – one of four involving the UTU and the Brotherhood of Locomotive Engineers and Trainmen – is supported by the Federal Railroad Administration.

Once employee reports are submitted, they are examined confidentially by the U.S. DOT’s Bureau of Transportation Statistics, which removes all identifying information.

That information is then transmitted to the carrier, where a C3RS peer review team recommends corrective action, such as improved training, changes in physical plant, changes in existing federal safety laws or regulations, changes in carrier operating rules, improved training and/or education.

Examples of close calls include varying levels of risk, such as leaving pieces of equipment unsecured, improper blocking, operating trains beyond track authority, or violating operating rules.

Union Pacific says that such analysis “has spurred system wide change,” including “reformatting track warrants so they are easier to read.”

A UP officer said that C3RS is helping UP move from a blame culture to one that bridges communication gaps between employees and management.

Other Confidential Close Calls Reporting System pilot projects are being conducted on Amtrak (systemwide), Canadian Pacific at Portage, Wisc., and New Jersey Transit (systemwide).

“Non-punitive reporting produces safety data that could not otherwise be obtained while helping to identify and mitigate risks before another serious incident occurs,” said UTU International Vice President John Previsich, who has been helping to design and implement C3RS pilot programs.

Inside this issue of the UTU News:

- School bus operators ride bikes to fight AIDS, HIV. See page 2.
- Fund set up for injured NS conductor Larry McVay. See page 3.
- Patricia Smith is new PATH general chairperson. See page 9.

Once upon a time in America there were wooden cabooses – of many colors, but a favorite for many was red. This photo, from the archives of the Library of Congress, was taken in 1943 of a Chicago & North Western (now Union Pacific) rebuilt caboose on a rip track at Proviso yard in Chicago.