Volume 43
Number 9
September 2011

Delegates elect officers, amend constitution

HOLLYWOOD, Fla. – Delegates elected Mike Futhey to his second four-year term as president of the United Transportation Union Aug. 8, and amended the union’s constitution, during the UTU’s 11th quadrennial convention here.

Futhey, a member of Local 950, West Memphis, Ark., was re-elected by a vote of 453-134 against challenger Scott Cole, delegate from Local 278, Jackson, Mich.

“This vote was a complete repudiation of the four-year effort of the Sheet Metal Workers International Association to take over the UTU,” said Steve Simpson, delegate from Local 489, San Antonio, Texas, following the vote.

Also re-elected Aug. 8 – by acclamation – were Assistant President Arty Martin (Local 78, Picayune, La.), General Secretary & Treasurer Kim Thompson (Local 226, Moberly, Mo.), and National Legislative Director James Stein (Local 1129, Raleigh, N.C.).

Election results for UTU International officers include:
• Robert Kerley (Local 303, Springfield, Mo.), Dave Wier (Local 469, Madison, Ill.), John Previsich (Local 31, San Jose, Calif.) and Delbert Strunk (Local 225, Bellevue, Ohio) were all re-elected by acclamation as UTU International vice presidents.

In other International vice president elections:
• Paul Tibbit (Local 331, Temple, Texas) defeated John Babler (Local 597, Des Plaines, Ill.) by a vote of 371-117.
• John Lesniewski (Local 1534, Chicago) defeated J.R. “Jim” Cumby (Local 1962, Toledo, Ohio) by a vote of 420-68.

Also re-elected Aug. 8 – by acclamation – were Assistant President Arty Martin, left, and General Secretary & Treasurer Kim Thompson.

Members ratify national rail contract

A new national rail contract, delivering a 17 percent wage increase over 60 months (18.24 percent when compounded), a 78-month cap on health care insurance contributions, plus improvements in health care benefits, has been ratified by solid margins by UTU members in each of the six crafts eligible to vote.

The new contract also provides certification pay, a faster process for new hires to reach full pay rates, and has no prior cost-of-living adjustment offsets.

Health care plan design changes deliver expanded and improved health care benefits, such as personalized medicine and access to centers of excellence. Personalized medicine assures access to the most up-to-date health care products available, while centers of excellence provide access for members and their families to the most advanced treatment centers in America when serious illness strikes.

Retroactive to Jan. 1, 2010, the ratified contract covers some 38,000 UTU members employed by BNSF, CSX, Kansas City Southern, Norfolk Southern, Soo Line, Union Pacific and numerous smaller carriers – all represented in national handling by the rail industry’s National Carriers’ Conference Committee.

Lump-sum payments of the retroactive portion of the wage increases will be paid by the carriers – 2.0 percent covering the period July 1, 2010, through June 30, 2011, and an additional 2.5 percent from July 1, 2011. (See table at right for each of the wage hikes under the ratified contract.)

“The 17 percent wage increase over the life of this agreement is significantly higher than the rate of price inflation – providing a greater boost in purchasing power than any other national contract in the past 40 years,” said UTU Inter-

Continued on page 10

New contract boosts wages

<table>
<thead>
<tr>
<th>Date</th>
<th>Percent Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 1, 2010</td>
<td>2 percent</td>
</tr>
<tr>
<td>July 1, 2011</td>
<td>2.5 percent</td>
</tr>
<tr>
<td>July 1, 2012</td>
<td>3 percent</td>
</tr>
<tr>
<td>July 1, 2013</td>
<td>3 percent</td>
</tr>
<tr>
<td>July 1, 2014</td>
<td>3.5 percent</td>
</tr>
<tr>
<td>Jan. 1, 2015</td>
<td>3 percent</td>
</tr>
</tbody>
</table>

Compounded total: 18.24 percent
Local 5, Kansas City, Mo.
Local officers are organizing a “Christmas in October” sale to benefit Domiciliary family of Thomas Bleyenber, who was killed Aug. 15 in a switching accident in BNSF’s Argentine Yard in Kansas City, Kan. Bleyenber left behind a wife and two children.

Local Legislative Rep. Curt Jones said the family’s home needs a little painting and winterizing and this event will give Tom’s friends and union brothers and sisters “a chance to do something that the family will remember for a lifetime.” Anyone who would like to help or donate to the cause should contact Jones at molocal, 58@yahoo.com or Missouri State Legislative Director Ken Menges at moute@membargay.com or (573) 634-3303.

Locals 78, 265, Pocatello, Idaho
More than 620 members, retirees and family attended the annual picnic of these Union Pacific locals Aug. 3, featuring on pulled pork BBQ, chicken breasts, salads and desserts.

State Legislative Director George Millward reports. Children enjoyed inflatable water slides, cotton candy, fish pond games and a variety of prizes, with the winning awardees new bikes. “The officers of both locals worked hard to put this together and to make it such a success,” said Local 265 President Tom Vergo. “I believe we could serve 2,000 ears of corn and have so many smiles on everyone’s face.” Thanks go out to General Chairperson Brent Leonard and the law firms of designated counsel Donald Bonczak, Ron Barczak, Jim Vaccinovich and James Farina.

Local 60, Newark, N.J.
Retired New Jersey Transit conductor Carmine DeFalco, 78, with 43 years of service in the rail industry, died July 19. State Legislative Director Dan O’Connell reports. Prior to his employment with NJT, DeFalco served as president of Local 1428 (Conrail) at Jersey City, N.J.

Local 240, Los Angeles
Local Secretary & Treasurer Andrew DeCornell reports. The 9th annual rail reunion and retirement dinner for employees of UP, SP, Pacific Electric, Metrolink, Amtrak and AT&SF (Locals 240, 32, 1422, 1770, 1813 and 1846) will be held Nov. 5, from 3-9 p.m., at El Rancho Verde Golf Club, 335 E. Country Club Dr., in Rialto. The cost is $35 per person or $65 per couple, with a reservation deadline of Nov. 1. The cost will be $40 per person at the door. For more information, call DeCornell at (909) 261-8878 or (909) 481-7281. Send checks or money orders to DeCornell at P.O. Box 836, Alta Loma, CA 91701-0395, and include names, address, telephone number, railroad and years of service. In other news, DeCornell noted that retired conductor W.W. “Bill” Wherry Jr., who retired Dec. 16 after 44 years of service, died Aug. 4.

Local 524, Palestine, Texas
Local Secretary & Treasurer James “Mike” Taylor has informed UTU News that this Union Pacific local has established a website at www.utulocal524.com. The website contains meeting times and dates, local officer contacts, copies of agreements, claim forms and other valuable information.

Local 528, Chicago
Secretary & Treasurer Richard Gladkowski informed UTU News that the following members of the UTU Technical Committee have died in the past several months: retiree Bobby D. Walker died in December 2010; retiree and former Local Chairperson Michael J. Rilling died in April, and Santia go “Sonny” Ramos died in June.

Local 934, Alliance, Neb.
Mathew Johnson, the son of member Lance Lowe, was awarded a $500 college scholarship from UTU IA locals in 2006. A high school graduate majored in forensic science, with a minor in psychology, and he hopes to work as a detective, crime scene investigator or criminal psychologist. Math well-liked by his friends and family and his country.

Local 1138, Miami
Members of this local hosted a pig roast Aug. 13 at the home of Local Chairperson Jack Hayes, raising $700 for the UTU’s Collective Benefits Defense Fund. Attendees included both UTU and BLET members, signalmen, maintenance-of-way employees and local labor activists, including a group of restaurant workers fighting an employer for alleged unpaid wages and overtime. Honored guests included National Legislative Director James Stem, Brotherhood of Railroad Signalman

Local 1374, New Castle, Pa.
A Night at the Races fundraiser July 30 to assist the family of deceased member John “Lumpy” Crews raised $1,200 for his family and daughter, according to UTUA Field Supervisor Art Rayner. Nearly 250 people attended the event. Rayner recognized the efforts of Local 1374 officers and members. UTU Auxiliary Lodge 715, the UTU Auxiliary Grand Lodge, International employee Marilyn Spangler of UTUA Local Unit One, the firm of designated legal counsel Matt Durkin at Durkin & Durkin and Pennsylvania State Legislative Director Don Dunlevy.

Local 1440, Staten Island, N.Y.
The local will be holding its third annual holiday, retirement and service awards recognition dinner at 7 p.m., Dec. 17, at the Staten, Local Secretary & Treasurer Vincent LaBella reports. Tickets are $65 each and include an appetizer, dinner (nine choices), dessert and open bar. Each 2011 retiree will receive a Local 1440 framed certificate and a plaque. “Our members have sacrificed many years serving the Staten Island community and we look forward to recognizing their achievements,” LaBella said. For tickets, contact LaBella at (718) 662-3179 or by email at utul440treasurer@gmail.com.

Local 1532, Kansas City, Kan.
This BNSF Railway local has established a website at http://1532.utu.org, Local Secretary & Treasurer Robert Lugo reports. Although the site is currently in the developmental stage, it now provides contact information for all of the local’s officers.

Local elections require October nominations
Information about the upcoming local elections has been posted at www.utu.org and can be viewed and downloaded by going to the “S&T Tools” page, scrolling to the bottom of the “Forms and Documents” column and clicking on “More forms….” Officers and members should review Special Circular No. 29, along with the “how-to” election guide for 2011. Elect this autumn, and taking office Jan. 1, 2012, are local officers including president, vice president, secretary, treasurer (or secretary-treasurer), and a board of three trustees, as well as a legislative rep. and alternate legislative rep. Vacancies in other elective posts should also be filled at this time. Where such vacancies are addressed, the successful candidate will take office immediately upon installation, as per Article 58 of the UTU Constitution.
OSHA putting teeth in rail whistle-blower law

For too long, many railroads have tied managerial bonuses to lower reportable injury rates among employees, creating a culture of fear through harassment and intimidation – a culture that discourages reporting by workers of on-duty injuries and allows railroads to claim an industry safety award accompanied by glowing press releases highlighting employee injury rate.

After collecting field draw ers full of verified complaints from members of career harassment and intimidation following an on-duty injury, the UTU’s National Legislative Office was successful in shepherding through Congress the Federal Rail Safety Act of 2007.

Its purpose is to protect rail workers from retaliation and threats of retaliation when they report injuries, report that a carrier violated safety laws or regulations, or if the employee refuses to work under certain unsafe conditions or refuses to authorize the use of any safety related equipment.

An employer also is prohibited from disciplining an employee for requesting medical or first-aid treat- ment, or for following a physician’s orders, a physi- cian’s treatment plan, or medical advice.

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.

What was missing was tough enforcement of the law – but not more.

For the sixth time in recent months, the Department of Labor’s Occupational Safety and Health Administration (OSHA) has taken strong action against a railroad for violating the law – and fully protecting the whistle-blowing employees who suffered harassment and intimida- tion by the offending carrier.

In the latest OSHA action, Union Pacific was ordered in August to pay more than $600,000 in back wages, punitive damages, compensatory damages and legal fees to three employees for improper termination and suspension – in all for reporting a workplace injury.

OSHA reported.

Said OSHA: “Union Pacific Railroad has created a climate of fear instead of a climate of safety. The company must take immediate steps to change this unacceptable pattern of retaliation.”

One UP conductor working out of Kansas City, Mo., was terminated after making repeated complaints to the railroad’s hotline about fall and trip hazards, missing roadway signs, other safety issues and reporting that a supervisor had violated safety procedures during a field test, said OSHA. The conductor was also cited for having a tattoo the railroad deemed as creating a hostile work environ- ment – a tattoo OSHA said commemo- rated his prior military service.

A second conductor, working out of Kansas City, was suspended without pay after making several complaints about “rough spots on the track,” said OSHA.

And a UP engineer, working out of Tucson, Ariz., was improperly terminated after reporting a workplace injury, said OSHA in imposing the awards and fines.

Separately in August, OSHA ordered BNSF to pay a conductor $300,000 to cover back wages, attorney’s fees and damages for improperly sus- pending her after she reported an injury. Accord- ing to OSHA, the conductor twisted a knee in a BNSF yard in Seattle.

Although BNSF officials followed her to the emergency room, according to OSHA, the rail- road later accused her of failing to report the injury in a timely manner and suspended her for 30 days without pay. BNSF also assessed her points, alleging she needed additional knowledge, training or behavior focus, said OSHA, which called that action “disciplining an employee who reports a work-related personal injury.”

In other recent OSHA actions:

• Norfolk Southern was ordered to pay a for- mer engineer more than $121,000 in compensa- tory and punitive damages, plus attorney fees, for improper termination after the employee reported an on-duty injury.

OSHA also issued a startling statement valid with what many UTU members have long suspected – that Norfolk Southern’s culture of employee harassment and intimidation permitted the railroad to “maintain the appearance of an industry safety record and continue its 22-consecutive-year record as recipient of the E.H.Harriman Gold Medal Rail Safety Award.”

According to OSHA, the injury occurred in a NS yard in Jamestown, N.C., while the worker was removing spikes. Fearing loss of employment, the worker did not report the injury until a re- sult occurred. The employee was subsequently terminated.

• Metro North Commuter Railroad was ordered to promote a worker and pay him more than $13,100 in compensatory damages, plus legal fees, for improperly discrimi- nating against him by classifying the injury as not work-related and denying him a promotion.

OSHA has taken actions against rails for harassment

Southland Transit votes UTU

PERRIS, Calif. – In the 24th organizing victory in 43 months, the UTU has added representa- tion of additional employees of Southland Tran- sit here.

Following the lead of bus drivers and mechanics of Southland Transit, who voted “UTU, yes” in June, the company’s call center employees have now chosen the UTU as their bargaining representa- tive.

The new UTU members include dispatchers, schedule editors and vultures, who count and transfer farebox revenue.

All are members of the newest UTU local, Local 1700.

The organizing drive was led by Bonnie Mort, alternate vice president, west, of the UTU Bus Department.

Southland Transit is a community transit oper- ation serving the elderly and elderly in the Southern California counties of Riverside and San Bernardino, providing transportation on demand and over fixed routes.

Southland currently provides, fixed route service, ADA complementary serv- ice, rail connection services, general pub- lic dial-a-ride services, elderly/disabled dial-a-ride services and am/fpm route services for developmentally disabled adults. It also provides route deviation services and medical courtesy transportation.

Delegates agree: ‘Nuts to SMART’

HOLLYWOOD, Fla. – The almost 500 del- egates to the United Transportation Union’s 11th Quadrennial Convention here voted unanimously Aug. 12 in favor of a resolution in opposition to a merger between the United Transportation Union and the Sheet Metal Workers’ International Association (SMWIA).

The text of the resolution reads:

“As the nomination and elections that occurred earlier this week clearly demon- strated, and the numerous discussions underway, the delegates at this 11th Quadrennial UTU Convention have con- firmed, the overwhelming sense of this body is that a merger with the SMWIA and the cre- ation of the Sheet Metal, Air, Rail and Transportation (SMART) Workers Union never come to fruition.

“We have faith that the attempted SMWIA takeover of the UTU, which would not be in the best interests of either union, will never occur, and that such a combination would indeed be destructive of the UTU and harmful to the labor movement itself.

“We want to recommit the confidence we have placed in our newly elected officers and trust that we will remain an independent autonomous labor organization: the United Transportation Union.”

Although BNSF officials followed her to the emergency room, according to OSHA, the rail- road later accused her of failing to report the injury in a timely manner and suspended her for 30 days without pay. BNSF also assessed her points, alleging she needed additional knowledge, training or behavior focus, said OSHA, which called that action “disciplining an employee who reports a work-related personal injury.”

In other recent OSHA actions:

• Norfolk Southern was ordered to pay a for- mer engineer more than $121,000 in compensa- tory and punitive damages, plus attorney fees, for improper termination after the employee reported an on-duty injury.

OSHA also issued a startling statement valid with what many UTU members have long suspected – that Norfolk Southern’s culture of employee harassment and intimidation permitted the railroad to “maintain the appearance of an industry safety record and continue its 22-consecutive-year record as recipient of the E.H.Harriman Gold Medal Rail Safety Award.”

According to OSHA, the injury occurred in a NS yard in Jamestown, N.C., while the worker was removing spikes. Fearing loss of employment, the worker did not report the injury until a re- sult occurred. The employee was subsequently terminated.

• Metro North Commuter Railroad was ordered to promote a worker and pay him more than $13,100 in compensatory damages, plus legal fees, for improperly discrimi- nating against him by classifying the injury as not work-related and denying him a promotion.

Agency orders rails to train mgt. of whistle-blower rights

• A Wisconsin Central conductor was awarded more than $125,000 in compensatory and puniti- ve damages, plus legal fees, following unlawful harassment and intimidation as the result of reporting an injury.

• Union Pacific was ordered to rehire a machinist it fired following the reporting of a work-related injury.

• BNSF was ordered to rehire a conductor after being found guilty of improper retaliation after the conductor filed in injury report.

In all cases, OSHA ordered the railroads to provide training on whistle-blower rights to its managers, supervisors and employees, and to notify employees of the rights to file complaints without fear of retaliation under the Feder- al Rail Safety Act.

A rail employee may file a whistle-blower 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 http://www.utu.org, or may be obtained from local or general committee officers or state legislative directors.

Send UTU your photos

The UTU International is seeking good railroad, bus and air transportation photos for its annual calendar and other uses.

High-resolution digital photographs should be emailed to “utunews@utu.org.”

Printed photographs should be mailed to UTU News, 24050 Century Blvd, Suite 340, North Olmsted, OH 44070-5333.

Please include the UTU member’s name and UTU local number, plus a name and address or number of the person or persons in the photo (left to right) and any other information.

All photographs submitted become prop- erty of the UTU.

www.utu.org / www.utuia.org
UTU local meetings a source of info, inspiration

As a young railroad employee, I wondered why we had the wages and benefits that we had, why we had rules for assignments and for the work we performed. I wondered what could be done to make things right when things didn’t seem right. Only then did I attend my first local meeting.

I discovered local officers conducted the meeting in an orderly fashion and officers gave reports related to their positions. I discovered that due to our collectively bargained agreement, a grievance process existed through which we could submit claims for violation of our rights. But what are those rights? What is the contract?

Further interest revealed that our “contract” is actually a compendium of many agreements made over a period of time.

The Railway Labor Act provides that all agreements remain in effect until changed. They do not expire. This means that interpretation is required as to what earlier agreements have been changed by later agreements, and interpretation can be made only by the parties to agreement – the UTU and the carriers.

Had my local not held regular meetings, I would not have had an opportunity to learn the basics of how my union works.

I have learned much about this industry in the years since my early local meetings, but the foundation for my understanding began there. I am eternally grateful for that opportunity, and for the desire to learn from a reliable source.

My message to you is to attend your local meetings. Be active and take part in discussions. Ask questions of your local officers. If so moved, run for local office. The more you become involved, the more of an asset you are to your union.

Most importantly, ask a member to attend your local meeting, especially the young members. We can all make a difference.

Attend your UTU local meeting. Ask questions. Get involved. Run for office.

Congress is back from its August recess and eyes are focused on the “Super Committee” of House and Senate members charged with finding $1.5 trillion in budget cuts over the next 10 years.

Should that committee fail to agree – and that is likely – there is an automatic triggering mechanism to cut $1.5 trillion split evenly between defense and discretionary spending.

We will be working to see that Amtrak, transit, high-speed rail, essential air service, the National Labor Relations Board and the National Mediation Board are adequately funded.

Our fear is all these vital entities will take some financial hit, but we will do our best to preserve funding by visiting, speaking with and educating lawmakers.

We also will continue pursuing hours-of-service technical corrections and improvements to the Family and Medical Leave Act for operating rail employees.

We thought 2011 was an “off year” concerning elections. How wrong that was.

The assault on state workers’ rights brought legislative recalls in Wisconsin, and a big legislative Referendum is on tap in November in

In August, there were recall elections of nine Wisconsin state senators – three Democrats and six Republicans – with all three Democrats easily re-elected and two of the anti-labor Republicans defeated.

The Wisconsin state senate, while still under control by Republican supporters of Gov. Scott Walker, has had the Republican minority reduced to a single seat.

One of those Republicans is a moderate whom we hope will help bring reason to that chamber.

The UTU Collective Bargaining Defense Fund played a meaningful part in the Wisconsin elections. Wisconsin State Legislative Director Tim Deneen worked with our political consultant, Dean Mitchell, and our Washington office to ensure our members were registered to vote and were informed about the candidates’ positions.

While we were heavily outspent by far-right anti-labor national groups, it was the votes actually cast that mattered.

In the end, we showed that labor will not sit back and accept this assault on collective bargaining rights.

We are very proud of the 98 percent of our active and retired members who were registered to vote in Wisconsin.

Now, it’s on to Ohio, where we intend to have 98 percent of our active and retired members and their families registered to vote.

Recall that the Ohio legislature passed Senate Bill 5 that repealed collective bargaining rights for public employees, and Gov. John Kasich signed it into law.

We will fight to fend off the budget axe and we intend to have 98 percent of our active and retired members and their families registered to vote.

In the end, it’s not the amount of money that is spent. It’s the votes cast.

If you or a family member is not registered to vote in Ohio, please do so today.

You can find a link to register at www.utu.org, or simply call the National Legislative Office at (202) 543-7714 for assistance.

Fighting to fend off the budget axe

UTU News

www.utu.org / www.utuia.org
North Dakota

Tessa Burkle has been named acting state legislative director in the wake of the retirement of former State Legislative Director Marc Halvorson.

Burkle is the first female state legislative director in the history of the railroad brotherhoods.

“Tessa Burkle possesses great communication skills and is an extremely qualified individual. I have the utmost confidence in Sister Burkle fulfilling her responsibilities as state legislative director,” Halvorson said.

Illinois

Gov. Pat Quinn has signed UTU-sponsored legislation requiring all contract-carrier vehicles that carry railroad crews to be equipped with first-aid kits. The legislation mandates that the kits must contain the same basic medical supplies that are already mandatory on locomotives, trains and railroad-owned motor vehicles.

The legislation is effective upon the governor’s signature, but Illinois Legislative Director Robert W. Guy said it does allow time for the rail operators to acquire and install the necessary equipment.

“They knew this was coming, but legally they were not actually obligated to start installing the kits in their vehicles until the governor’s signature was on the legislation,” Guy said. “We expect it will be a matter of several weeks before all affected vehicles are equipped.”

United States

Many delegates at the UTU International’s recent convention stepped up to the plate and increased their donations to UTU PAC, the union’s political action fund.

At the 49th UTU convention, some 135 signed up or increased their UTU PAC pledges by $43,287 a year. Many delegates increased their contributions from $100 a year to a dollar a day.

At the convention, the UTU PAC received one-time contributions — through the sale of raffle tickets for a set of golf clubs donated by Alternate National Legislative Director John Rusch and sales of T-shirts and hats totaling $43,101.

This was in addition to the more than $21,100 in new or increased UTU PAC pledges received during the San Antonio and New York regional meetings, bringing this year’s effort to nearly $65,000 in new/increased annual pledges and more than $5,000 in one-time contributions.

Many UTU bus member victims of Ponzi-style investment scheme

LOS ANGELES — For 15 years, Thomas L. Mitchell worked a Ponzi scheme targeting and draining the retirement funds of retired LACMTA bus workers, many of whom were UTU members.

The con artist will now spend his next nine years in federal prison — having pleaded guilty to mail fraud, according to The Los Angeles Times. And while Mitchell has been ordered to return to his victims millions of dollars in ill-gotten gains, it is likely the scores of retirees, whose comfortable retirement was ruined by the cheat, will never recover their money.

Federal prosecutors said Mitchell promised high investment returns in exchange for access to the victims’ retirement funds. Only a small fraction of the money was placed in legitimate investments, with most of the funds financing a lavish lifestyle for Mitchell, according to prosecutors.

The federal judge who imposed the nine-year prison sentence described Mitchell’s scheme as a “remarkable level of deception” driven entirely by “greed.” A federal prosecutor said Mitchell “was able to lead a luxurious lifestyle by stealing the life savings of hard-working men and women who only sought a dignified retirement. For his criminal conduct, Mitchell richly deserves his nearly decade-long prison sentence.”

As UTU General Secretary & Treasurer Kim Thompson pointed out in a leadership column in 2010, “while the vast majority of investment advisers, investment firms and financial planners are trustworthy professionals, an encounter with only one dishonest individual could devastate your retirement.”

Thompson recommended retirees heed 10 steps suggested by best-selling author Charles Murray, a resident scholar with the American Enterprise Institute:

1) Every deal is a potential scam: Recognize that fraud is an act of deceit by one party intended to induce another to part with something of value.
2) Map out your goals before shopping or investing: There’s a difference between “buying” and “selling.”
3) Avoid mixing business with pleasure: According to the National Institute of Justice, the attempt to defraud is more successful if a person knows or knows of the offender.
4) Don’t get greedy: Remain calm and dispassionate.
5) Be suspicious of “inside information,” “hot tips” and “one-time offers”: Why did you instead of Tom, Dick and Harry?
6) Educate yourself: Beware of getting all your information from the seller.
7) Double check all facts: A cheat doesn’t want himself or his deal scrutinized.
8) Don’t wilt when the heat is turned up: It takes a secure person to say “no” to pressure and manipulation.
9) A promise is only as good as the person behind it.
10) Scams copy the same methods used in legitimate business dealings: Spotting the difference can be difficult. Five tell-tale signs:

- Something is promised that borders between reasonable and too good to be true.
- Victims typically know or know of the swindler.
- A sense of urgency exists.
- A cheat doesn’t want himself or the deal scrutinized.
- High-pressure sales tactics are used.

We continue efforts to stop harassment of drivers

Bus companies ordered to post organizing message

The National Labor Relations Board (NLRB) has ruled that employers, including union and non-union bus companies, covered by the National Labor Relations Act must post notices on bulletin boards informing employees they have a right under federal law to organize and be represented by a labor union.

If employers communicate with employees regarding personnel issues via the Internet or other internal company Intranet, they must also post the notice on those sites, ruled the NLRB.

The New York Times reported that this is the first time, since passage of the National Labor Relations Act in 1935, that employers have been ordered to post notices about employee rights to organize.

The ruling does not affect railroads or airlines as they are covered by the Railway Labor Act, which is administered by a separate federal agency, the National Mediation Board.

WASHINGTON — Bus companies are being ordered to post notices about the rights of employees to organize.

The National Labor Relations Board (NLRB) has ruled that employers, including union and non-union bus companies, covered by the National Labor Relations Act must post notices on bulletin boards informing employees they have a right under federal law to organize and be represented by a labor union.

If employers communicate with employees regarding personnel issues via the Internet or other internal company Intranet, they must also post the notice on those sites, ruled the NLRB.

The New York Times reported that this is the first time, since passage of the National Labor Relations Act in 1935, that employers have been ordered to post notices about employee rights to organize.

The ruling does not affect railroads or airlines as they are covered by the Railway Labor Act, which is administered by a separate federal agency, the National Mediation Board.

www.utu.org / www.utuia.org
Local 923 (Dallas, Texas) delegate Randy Johnson votes at one of the 10 voting stations set up on the convention floor.

Convention speaker William Lucy, former general secretary and treasurer of the American Federation of State, County and Municipal Employees (left), and Director of UTU Designated Legal Counsel Mark Allen.

Left to right are delegates Cali Constadt (L-621, Oil, Ink, Texas), Joseph O’Driscoll (L-1337), Nina Orasche and Tony Johnson (L-594, Minneola, Texas).

Delegates (left to right) Patsy Ring (L-12727, Moline, Ill.), Valmae (no initials), N. J. (no initials), Vincent Laffite (L-1448), Steven Keld (NY), and William Stone (L-1178), Chicago, Ill., line up to vote.

Delegates (left to right) Edward Cox (L-1742, Joliet, Ill.), David Mass (L-1292, Peoria), Gary Barber (L-1186), Gary, Ill. (standing) and Vice President David War.

Delegates (left to right) Mike Anderson (L-1570, Roseville, Calif.) and Steve Dawson (L-811, San Bernardino, Calif.).

Delegates (left to right) Mike Anderson (L-1570, Roseville, Calif.) and Steve Dawson (L-811, San Bernardino, Calif.).

Delegate James Larkin of Local 426, Spokane, Wash., addresses the delegates.

The new UTU Executive Board (front, left to right): Robert Resendez Jr. (L-1422, Los Angeles); Steve Mavity (L-298, Garrett, Ind.); George Millward (L-1178, Pocatello, Idaho); (standing, left to right) Phil Craig (alternate), Mike Anderson (L-1570, Roseville, Calif.) and Steve Dawson (L-811, San Bernardino, Calif.).

The newly elected UTU Executive Board (front, left to right): Robert Resendez Jr. (L-1422, Los Angeles); Steve Mavity (L-298, Garrett, Ind.); George Millward (L-1178, Pocatello, Idaho); (standing, left to right) Phil Craig (alternate), Mike Anderson (L-1570, Roseville, Calif.) and Steve Dawson (L-811, San Bernardino, Calif.).

One of the many votes taken by the delegates. Local delegates hold up cards showing their local number to indicate their vote; the cards are also used to gain admission to the polling stations.

The delegate who had served at the most rail-labor conventions, William Beebe of Local 1361, New Haven, Conn., who attended his first convention in 1964 and every convention since, was selected by his fellow delegates to swear in the newly elected UTU officers.

Nile Dragoo, delegate from Local 1503, Marysville, Calif., seconds the nomination for one of the candidates.

Vincent Tessitore Jr., delegate from Long Island Railroad Local 645, Babylon, N.Y., donates $1,000 to the UTU’s Collective Bargaining Defense Fund.

John Fein, delegate from Local 1503, Moline, Ill., seconds the nomination for one of the candidates.

The newly elected UTU Executive Board (front, left to right): Robert Resendez Jr. (L-1422, Los Angeles); Steve Mavity (L-298, Garrett, Ind.); George Millward (L-1178, Pocatello, Idaho); (standing, left to right) Phil Craig (alternate), Mike Anderson (L-1570, Roseville, Calif.) and Steve Dawson (L-811, San Bernardino, Calif.).

The newly elected UTU Executive Board (front, left to right): Robert Resendez Jr. (L-1422, Los Angeles); Steve Mavity (L-298, Garrett, Ind.); George Millward (L-1178, Pocatello, Idaho); (standing, left to right) Phil Craig (alternate), Mike Anderson (L-1570, Roseville, Calif.) and Steve Dawson (L-811, San Bernardino, Calif.).
Honoring World War II veterans who served this country is admirable. Helping a group of World War II veterans who served this country visit their war memorial in Washington, D.C., is above and beyond the call of duty. Such was the honor of 62-year-old retired Canadian National/Union Pacific conductor Terry Palmer (Local 650, Minneapolis) and other “guardians” who recently escorted 112 World War II veterans to our nation’s capital.

Adding to the pride was the fact that Palmer was able to escort his father, retired Chicago, St. Paul, Minneapolis & Omaha/Chicago & North Western (now part of Union Pacific) conductor George Palmer, 85, who served aboard USS Flusser in the South Pacific from 1943 to 1945.

The journey began with a 4 a.m. wake-up call and a 7 a.m. departure from Rochester, Minn., aboard an Honor Flight.

(Honor Flight is a non-profit organization created solely to honor America’s veterans for all their sacrifices. Honor Flight transports veterans and others to Washington, D.C., to visit and reflect at the nation’s memorials. Top priority is given to the senior sacrifices. Honor Flight transports veterans and their families. All are invited to attend. Those paying in advance should send their check or money order to Honor Flight, c/o John Herrmann, 103 W. 14th St., Fife, Wash. 98425.)

“Terry Palmer, left, with his father, George, at the Vietnam Memorial Wall in Washington.”

Retirees volunteer for youth programs

Four BNSF retirees recently volunteered to raise funds for the Boys and Girls Clubs of St. Charles County, Mo. The four (to the left) – UTU members Bill Thomas, Gary Kosdendar and Larry Austin, and engineer Lou Pessoni – cut up and served a roasted whole hog for the alumni at the club’s annual Sporting Clay Shoot. Three are members of Local 1388 (St. Louis) and all worked at the Lindenburg Yard in St. Louis. The event raised nearly $10,000 to help provide programs for the youths attending the club’s activities.

Bay area railroaders to host fourth annual reunion lunch

Retired conductor John Herrmann of Local 694, Dunsmuir, Calif., invites all active and retired railroaders in the San Francisco Bay area to the fourth annual lunch and reunion from 1-5 p.m. on Oct. 29 at Spencer’s Fresh Fish Grotto, 1919 Fourth St. in Berkeley, Calif. The cost of the lunch is $34 in advance, or $36 at the door. Entrée choices are chicken, pork, salmon or pasta and include a salad, rolls and beverage. To make a reservation, call Herrmann at (530) 926-5180.

“I believe we had a record attendance of 85 last year and surely want to have more than 100 this year,” Herrmann said.

Railroaders, family and friends from SP, UP, ATSF and Amtrak, as well as other lines, from all crafts, are invited to attend. Those paying in advance should send their check or money order to Herrmann at PO. Box 1504, Mt. Shasta, CA 96067, and indicate the entrée choice.

THE FINAL CALL

Following are the recently deceased members who maintained annual membership in the UTU Alumni Association, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Alumni Association members.

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Spychalski, Melvin S.</td>
<td>Swanton, Ohio</td>
<td>620</td>
<td>Ranowski, Thomas</td>
<td>Lakeview, Ark.</td>
</tr>
<tr>
<td>14</td>
<td>Broering, Frank G.</td>
<td>Laurel, Ind.</td>
<td>631</td>
<td>Barnhart, Robert C.</td>
<td>Hagerstown, Md.</td>
</tr>
<tr>
<td>48</td>
<td>White, Thomas E.</td>
<td>Springfield, Ohio</td>
<td>645</td>
<td>Lawrence, Joseph G.</td>
<td>Edmonds, Wash.</td>
</tr>
<tr>
<td>228</td>
<td>Meadows, B.E.</td>
<td>Des Moines, Iowa</td>
<td>655</td>
<td>Wisdom, Marshall C.</td>
<td>Saint Paul, Minn.</td>
</tr>
<tr>
<td>228</td>
<td>Williams, Alva R.</td>
<td>Douds, Iowa.</td>
<td>679</td>
<td>Beaspre, Roger E.</td>
<td>Wedgefield, S.C.</td>
</tr>
<tr>
<td>256</td>
<td>Tebbe, Frank F.</td>
<td>Twinsburg, Ohio</td>
<td>730</td>
<td>Albinger, Michael A.</td>
<td>New Britain, Conn.</td>
</tr>
<tr>
<td>284</td>
<td>Dudach, Frank</td>
<td>Gurnett, Ind.</td>
<td>733</td>
<td>Crockett Jr., Newell M.</td>
<td>Bowman, Mont.</td>
</tr>
<tr>
<td>289</td>
<td>Samoco, Charles F.</td>
<td>King, Wis.</td>
<td>744</td>
<td>Snodgrass, Byron M.</td>
<td>Texarkana, Texas</td>
</tr>
<tr>
<td>322</td>
<td>Pflanzer, Anton A.</td>
<td>Monroe, Wash.</td>
<td>759</td>
<td>Trincinski, Ronald</td>
<td>Michiganount, Ind.</td>
</tr>
<tr>
<td>324</td>
<td>Busha, Greg A.</td>
<td>Poplar Bluff, Mo.</td>
<td>762</td>
<td>Thompson, Robert E.</td>
<td>Goshen, N.Y.</td>
</tr>
<tr>
<td>310</td>
<td>Rachie, Frederick K.</td>
<td>Brown, Ohio</td>
<td>762</td>
<td>Melvat, William L.</td>
<td>Prattville, Ala.</td>
</tr>
<tr>
<td>453</td>
<td>Minuton, John L.</td>
<td>Albany, Ore.</td>
<td>1000</td>
<td>Carlson, Paul W.</td>
<td>Odessa, Texas</td>
</tr>
<tr>
<td>471</td>
<td>Gisler, Kenneth D.</td>
<td>Naples, Fla.</td>
<td>1031</td>
<td>Pelt, George V.</td>
<td>Tiftonville, Ohio</td>
</tr>
<tr>
<td>471</td>
<td>Hasil, Leo J.</td>
<td>Royalton, Ill.</td>
<td>1055</td>
<td>Turtlet Jerry G.</td>
<td>Minneapolis, Minn.</td>
</tr>
<tr>
<td>511</td>
<td>Wilson Jr., Joseph H.</td>
<td>Brown, Ohio</td>
<td>1082</td>
<td>Brown, Otho E.</td>
<td>Charlotte, N.C.</td>
</tr>
<tr>
<td>565</td>
<td>Biggs, Bobby D.</td>
<td>Troy, Ill.</td>
<td>1053</td>
<td>Johnson, Charles L.</td>
<td>Gurnett, S.C.</td>
</tr>
<tr>
<td>563</td>
<td>Whitchurch, David L.</td>
<td>La Crosse, Wis.</td>
<td>1202</td>
<td>Haenel, Harry K.</td>
<td>Irvine, Ky.</td>
</tr>
<tr>
<td>590</td>
<td>Bright, Lorin R.</td>
<td>Mineola, Texas</td>
<td>1202</td>
<td>Haenel, Harry K.</td>
<td>Oklahoma City, Okla.</td>
</tr>
</tbody>
</table>
Protection for your loved ones

Peace of mind for you

Young families have very little discretionary cash. In fact, most young families rely on the income of both spouses to make ends meet.

You’ve thought about how your family would carry on if something happened to you. But you put the thought out of your mind because, after all, you’re young. Nothing’s going to happen to you. Right?

What if something were to happen to you? Would there be enough money to provide for even the barest of necessities, especially since it takes both incomes to make ends meet?

If you could protect the financial well-being of your loved ones for just a few dollars a month, wouldn’t you do whatever it takes to set aside those few dollars to ensure the financial well-being of your family? Of course you would!

The answer is life insurance. Life insurance – especially term insurance – is very inexpensive at young ages and, while you’re young and insurable, you stand the best chance of getting the best rate possible.

We can provide the peace of mind you’re looking for. Contact us toll-free at (888) 558-8842, or email “utuisales@utu.org.”

Information, please

I would like more information on UTUIA’s Ultimate Term Insurance.

Please print

Full name of member

Sex

Date of birth

Address

City

State

ZIP

Telephone number with area code

UTU local number


Complete and mail to: UTU News Sales Dept., 2495 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333

Peace of mind for you

Passenger and commuter train workers face new HOS rules

Passenger and commuter train conductors and engineers face new FRA-mandated hours-of-service rules effective Oct. 15.

Among the differences from freight hours-of-service rules is that passenger and commuter train hours-of-service regulations are more stringent for assignments between 8 p.m. and 4 a.m.; there is no cumulative-hours limit for passenger and commuter train crews, and passenger and commuter train operators must submit certain employee work schedules for scientific study to determine schedule-specific risks of fatigue.

The FRA said that while it “agrees that a 10-hour call requirement would provide predictability as to when an employee will be called to work, adopting a 10-hour call requirement is not possible at this time, as it was not a part of the proposed rule.... The regulation requires labor involvement in the determination of fatigue mitigation tools to be applied, so there may be opportunities to voluntarily make use of this schedule practice.”

UTU National Legislative Director James Stem provided this summary of the final rules:

- Provide a permanent separation from freight hours of service regulations because of the predictable work schedules of intercity passenger and commuter rail assignments. “Now we have two systems of HOS coverage – freight and passenger,” Stem said.
- Require at least two days of rest every 14 days for all assignments, with some flexibility allowed for assignments not working after midnight (i.e., 6-1, 12-2, 1-12-1, 14-2.)
- Require, for the first time, use of a scientific validated biomathematical fatigue model tool to analyze all assignments for risk of fatigue.
- Require consultation and agreement between the carrier and general chairperson on adjusting identified assignments for fatigue mitigation.
- Continue to require eight hours off duty between assignments for passenger operations because of the predictable work schedules.
- Create a tool box of acceptable fatigue mitigation strategies that the carrier and the general chairperson may select. Also, there is encouragement to adopt a napping strategy, even for assignments that are only off duty at an interim release location for 90 minutes.
- Require improved facilities at interim release locations of four hours or more.
- Require much stronger reporting requirements of all aspects of hours-of-service operations.

“These final rules recognize and maintain the significant contribution to safety that a defined reporting time makes for safety-critical operations,” Stem said.

“Our operating employees are professionals. When they know the time they must report for service, they show up rested, and fatigue is not a factor.

“Also, a napping policy for our assignments that turn in fewer than four hours is a significant improvement for safety. Sleep scientists confirm that a 30-minute nap is a great fatigue mitigation tool,” Stem said.

Defined reporting times contribute to safety

• Require stronger reporting requirements of all aspects of hours-of-service operations.

Union Plus offers assistance to Irene victims

Union members living in areas impacted by Hurricane Irene and who participate in Union Plus programs may be eligible for financial assistance.

Union Plus disaster relief grants of $500 are available to help participants in the Union Plus credit card, insurance or mortgage programs who are facing financial hardships. The money does not have to be repaid.

To qualify for a Union Plus disaster relief grant, the union member must meet a number of conditions as described at www.unionplus.org/disaster.

For information on Union Plus disaster relief grants, call:

- Union Plus credit card: (877) 761-5028
- Union Plus mortgage: (800) 472-2005
- Union Plus insurance: (800) 472-2005

To apply for a disaster relief grant, union members who participate in any of the following programs can call:

- Union Plus credit card: (877) 761-5028
- Union Plus mortgage: (800) 472-2005
- Union Plus insurance: (800) 472-2005

To apply for a disaster relief grant for Hurricane Irene victims, contact your local union office or call UTU News at (800) 872-8842. Union News

September 2011 UTU News — Page 9
Delegates amend UTU Constitution

Delegates at the convention amended the UTU Constitution by adopting eight proposals. One will remove the dues obligation of officers in E-49 status, and another will require all UTU locals to adopt a set of bylaws.

Changes to the Constitution, except those that specify otherwise, become effective Nov. 1, 2011. A PDF of the UTU Constitution as amended will be posted on the UTU’s website at www.utu.org.

Effective immediately were amendments to Article 2 and Article 36 altering the method of filling non-UTU Department vice presidential vacancies between conventions, decoupling the six non-UTU Department alternate vice presidents from geographic designations, and adjusting convention election procedures.

Article 3 was also amended, effective immediately, to reflect the UTU’s headquarters location. Taking effect Nov. 1, 2011:

• an amendment of Article 7 allowing members in E-49 status to retain elective office while exempt from dues;

• a change in Article 12 calling for annual review of locals enjoying reduced International dues;

• an Article 19 change assigning the general secretary & treasurer “joint jurisdiction and authority with the International president over the financial affairs” of the UTU; from national President Mike Futhey, who led the UTU negotiating team.

“The $200 monthly cap on health care insurance contributions, through July 1, 2016, is less than what federal workers currently are paying, and is more than $140 less than the average currently paid by private-sector workers,” Futhey said.

“With health care costs continuing to rise, this cap will be even more extraordinary in each successive year of this contract,” he said.

Overall, the contract was ratified by a 60 percent to 40 percent margin. The craft-automation provisions of the UTU Constitution require that each craft ratify the agreement – and each of the six crafts did so by solid margins. (See the table at right for voting results by each craft).

Telephone voting – following town hall meetings across the country to discuss the contract – took place over a 21-day period beginning Aug. 12, with each voting-eligible member mailed a package of materials explaining the agreement. The UTU News and UTU website also provided extensive explanatory materials, with the website offering an opportunity for members to request answers to specific questions.

Votes were tabulated by BallotPoint Election Services, an employee-owned and union-represented firm. Members voted in the craft in which they worked the day prior to the mailing of ballots.

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

UTU members ratify new national contract

Continued from page 1

national President Mike Futhey, who led the UTU negotiating team.

The UTU’s Transportation Safety Team adds four members

The UTU’s Transportation Safety Team, which assists the National Transportation Safety Board in ascertaining factual data related to accidents, recently added four members, centering on a training seminar at the NTSB’s Ashburn, Va., facility in July, wrote, from left, Illinois State Legislative Director Bob Gray, Indiana State Legislative Director Kenny Edwards, South Dakota State Legislative Director William Shillingual and District of Columbia Legislative Director Willie Bates. “This seminar taught our new team members how an investigation is held and the process through which factual information is obtained. It will be very beneficial to these new members when they actually participate in an accident investigation in the field,” Drago said.

UTU officer biographies, photos in next issue

Photographs and biographies of UTU officers elected at the union’s 11th Quadrennial Convention will be printed in the October issue of UTU News.

Officers elected

Continued from page 1

elected, by acclamation, “Road Service (Train Service) Member” on the Board of Appeals.

• Dale Welch (Local 1092, Teague, Texas) was elected, by acclamation, “Yard Service (Train Service) Member” on the Board of Appeals.

• Dirk Sampson (Local 117, Vancouver, Wash.) was elected, by acclamation, “Commuter Authority Member” on the Board of Appeals.

• Adly Hughes (Local 1596, Charlotte, N.C.) was elected “Bus Department Member” on the Board of Appeals, defeating Adhi Reddy, 379-106.

Also:

• Steve Dawson (Local 811, San Bernardino, Calif.), Mike Anderson (Local 1570, Roseville, Calif.), Steve Mavity (Local 298, Garrett, Ind.), George Millward (Local 78, Focetello, Idaho) and Robert Resendez (Local 1422, Los Angeles) were elected, by acclamation, to the Executive Board.

• Phil Craig (Local 64, Huron, S.D.) defeated Harry Garvin (Local 240, Los Angeles), 346-140, in the election for alternate to the Executive Board.

Terms of elected officers and alternates begin Jan. 1, 2012.

Per an arbitrator’s ruling in the pending litigation and arbitration of whether the merger agreement between the UTU and Sheet Metal Workers International Association (SMWIA) is an enforceable agreement, parallel elections were held for officers of the Sheet Metal, Air, Rail and Transportation (SMART) Workers Union.

Each of those elected Aug. 8-10 to a UTU position was also elected to the same-named position in SMART.

As to the parallel SMART election, Arbitrator Michael Gottesman required that “if SMWIA so requests,” the UTU convention had to hold separate elections for officers of UTU and of SMART. SMART General President Joe Nigo so requested such votes be held.

Consequently, nominations and elections for the corresponding SMART officer positions were held simultaneously with UTU officer nominations and elections.

Arbitrator Gottesman said the required vote on SMART-officer positions should in no way suggest he has reached a decision.
WASHINGTON — New jobs building and operating high-speed rail “are American jobs that can be enjoyed for generations,” as well as to be enjoyed in this economy, according to Rep. <br>Worrell and his colleagues on the railroad committee, as well as officials of the American High-Speed Rail Alliance. “Amtrak and its workforce should be the backbone for high-speed rail in America,” Risch said. “The need for jobs and Amtrak’s vital role in the nation’s intercity rail network are recognized by N J Transit police and members’ actions recognized by NJ Transit police.”

Robert Reilly, the director of the railroad committee, said that the railroad committee had not yet decided how to move forward with the high-speed rail project. “We will consider the various issues and options before making a decision,” Reilly said.

Reilly also noted that the committee had not received any funding for the high-speed rail project from the state or federal government. “We will continue to work with the state and federal governments to secure funding for the high-speed rail project,” Reilly said.

Reilly added that the committee would continue to review the high-speed rail project and make a decision on the matter as soon as possible. “We will continue to work with the state and federal governments to secure funding for the high-speed rail project,” Reilly said.

Reilly also noted that the committee had not received any funding for the high-speed rail project from the state or federal government. “We will continue to work with the state and federal governments to secure funding for the high-speed rail project,” Reilly said.

Reilly added that the committee would continue to review the high-speed rail project and make a decision on the matter as soon as possible. “We will continue to work with the state and federal governments to secure funding for the high-speed rail project,” Reilly said.

Reilly also noted that the committee had not received any funding for the high-speed rail project from the state or federal government. “We will continue to work with the state and federal governments to secure funding for the high-speed rail project,” Reilly said.
Photo of the month

This photo was taken by Local 1000 (Minneapolis) retiree Steve Dirksen. “I took this picture of new White Pass and Yukon Railroad engine #99 in Skagway, Alaska, while on the Alumni Association-sponsored Alaskan cruise, which was fabulous.”

UTU News
September 2011

The Official Publication of the United Transportation Union

UTU mourns deaths of 5 members in rail accidents

Five UTU members have been killed in on-the-job accidents since late July, bringing to eight the number of members killed in 2011. This total already equals the number killed in each of the two previous calendar years.

Andres Tapia, 34, a Belt Railway of Chicago switchman and member of Local 1597 (Chicago), with three years’ service, was crushed between two railcars July 25 while working a two-person remote control assignment.

Deborah Ann Beeler, 39, a BN SF conductor and member of Local 1289 (Tulsa, Okla.) since 2005, was killed in a Tulsa yard accident Aug. 4 when a vehicle in which she was riding crossed a track and was struck by a flatcar descending a hump.

Russell DeCock, 48, a Long Island Railroad car inspector and member of Local 722 (Babylon, N.Y.), with 28 years’ service, was killed Aug. 14, when he came in contact with the third rail in a yard at West Islip, N.Y.

Thomas F. Bleyenberg, a BNSF yardman and member of Local 5 (Kansas City, Mo.), since 1994, was killed Aug. 15 when he became trapped between two rail cars at the carrier’s Argentine Yard in Kansas City, Kan., while working a two-person remote control assignment.

Blaine Mack, 56, a BNSF conductor and member of Local 1059 (Minot, N.D.), with 36 years’ service, was killed Aug. 19 when the crew van in which he was riding was involved in a two-vehicle collision near Frazer, Mont.

For more information on these accidents, go to www.utu.org and insert the last name in the search engine.

Inside this issue of the UTU News:

- Retired railroaders enjoy visit to national monuments. See page 8.
- Young train lover made honorary member of UTU. See page 2.
- Local meetings a source of information and inspiration. See page 4.
- Photo highlights of the UTU quadrennial convention. See pages 6/7.