Delivering on the theme of the 2012 regional meetings – “We will not back down” – UTU International President Mike Futhey told more than 1,000 attendees at the Memphis meeting how the UTU is using every tool available – negotiations, legislative and legal – to defend its members’ jobs and workplace safety.

On the Beloit Railway of Chicago, where the carrier is demanding contract changes to permit one person crews at carrier discretion, the UTU has asked the National Mediation Board to declare a bargaining impasse. Belt Railway General Chairperson Chris Votteler’s negotiating team, assisted by International Vice President Delbert Strunk, faces a carrier that refuses to take crew consist changes off the table – three years following start of negotiations – even though the carrier is party to a moratorium on the issue.

“We will not stand down on crew consist”

“We will take every action necessary to protect our members’ jobs. We will not stand down on crew consist,” Futhey said.

• As to conductor certification – mandated by Congress and put into regulatory language by the Federal Railroad Administration – Norfolk Southern has filed an FRA-required certification plan without discussion and coordination with general chairpersons.

Member killed in switch accident

Trainman Georgiy Solovyov, 35, became the fifth UTU member killed on duty in 2012 following a Union Pacific yard accident in Mason City, Iowa, early July 31.

Solovyov, of Stanhope, Iowa, and a member of Local 867, Des Moines, had seven years of service. Reports indicate he was part of a three-person conventional switching crew when he was pinned between two cars of freight cars.

Four UTU rail members have been killed in accidents in 2012 and a bus member was murdered on the job. Ten UTU members were killed in on-the-job rail accidents in 2011, and eight in 2010.

The National Transportation Safety Board and the Federal Railroad Administration are investigating, with assistance from the UTU Transportation Safety Team.

George, as he was known, was a native of Kiev, Ukraine, who married an American serving there as a missionary. Surviving, in addition to his wife, Lori, are two sons, Yuri and Aleksandr, and two daughters, Tatyana and Katya.

Congressman warns UTU members: Be wary of Tea Party extremism

If you’re part of a working family and attracted to some of the positions of the Tea Party, you had best check the bait for a barbed hook intended to reel in labor unions, government-provided benefits such as Railroad Retirement, Social Security, Medicare and unemployment insurance, and workplace safety protection.

That was the unvarnished message from U.S. Rep. Steve Cohen (D-Tenn.) July 23, as he told some 1,020 UTU members at a regional meeting in Memphis that the Tea Party has become so extreme that it is driving from the Republican Party those of moderate political positions who once made bipartisan cooperation possible in Congress. “The Republican Party as we know it today is run by Tea Party extremists,” Cohen said.

“The Republican Party today is run by Tea Party extremists”

He contrasted the approach of Democrats and moderate Republicans in Congress – who historically worked to create jobs and protect the middle class – with today’s Tea Party extremists, whom he said are committed to revoking collective bargaining rights, repealing workplace safety laws and regulations, and spending more supporting foreign wars than rebuilding a crumbling

“UTU ‘will not back down’ defending members”

The NS proposed plan seeks to provide a pilot for remedial training only for conductors who have not traveled over a territory for 36 months, rather than the 12 months required in current agreements; and then seeks to place the burden of notification solely on the conductor rather than tracking the time period electronically.

Additionally, the NS plan does not discuss procedures it will follow in an investigation even though FRA regulations require railroads to provide all documents and the list of witnesses prior to a hearing.

Futhey said the UTU will not permit “a tortured interpretation” of congressional and FRA intent, and will work to ensure every railroad follows the letter and intent of the law and regulations prior to the required Sept. 1 deadline for certifying conductors.

• In Pennsylvania, Norfolk Southern is attempting to disregard state safety laws and regulations through federal preemption affecting workplace safety at hump yards. “We will take every action necessary to prevent railroads from weakening workplace safety protections, whether at the state or federal level,” Futhey said.

“We are not going to allow harassment and intimidation”

• Pointing to millions of dollars in fines assessed by the Occupational Safety and Health Administration against railroads that have harassed, intimidated, disciplined and fired workers for reporting injuries and workplace safety concerns, Futhey reminded members that UTU designated legal counsel is pledged to assist in bringing and pursuing such complaints. Information on filing these complaints is available at the UTU website by searching “OSHA.”

“We are not going to allow carriers to continue their pattern of harassment and intimidation of...”

Continued on page 11

From left, Sheet Metal Workers International Association General President Joe Nigo, Rep. Cohen, and UTU International President Mike Futhey following Cohen’s talk to members at the UTU regional meeting in Memphis.

American infrastructure that would “create American jobs in America.”

“I’m a liberal and I don’t hide it,” Cohen said. “I’m inspired by John F. Kennedy, Adlai Stevenson, Lyndon Johnson and Hubert Humphrey,” all praised Cohen as having worked “to give people a step up” by a government “that provides for the common good.”

If Mitt Romney and Republicans beholden to...”

Continued on page 11
Local 30, Jacksonville, Fla. This members of this local, along with Tri-Rail and subcontractor Vetolia, held a retirement party June 20 for Charlie Antalone and John Jeanneret, Local Chairperson Andrew J. D’Egidio reports. Both were hired 23 years ago and were among the original 21 employees hired by UTDC. Transit Services in November 1988, about six weeks before service on Tri-Rail began. Antalone hied out as a conductor and Jeanneret as an engin.

Local 48, Norfolk, Va. Hailey Welch, stepdaughter of member Michael Russell, was awarded a $500 college scholarship from the AFL-CIO’s Union Plus program. “I am so thankful for the union that has given my sister all the medical help she bad and will ever need,” Hailey wrote in an essay for the scholarship regarding her four-month-old sister’s needed open heart surgery. She has contributed about 2,000 hours of community service and is looking forward to becoming a dentist.

Local 200, North Platte, Neb. Rebekka White, daughter of member Melissa White, was awarded a $500 college scholarship from the AFL-CIO’s Union Plus program. A participant in band, choir, cross country, speech, dance, track, volleyball and basketball, Rebekka was also a member of the National Honor Society and a community volunteer. “My family owes the union so much gratitude,” she said. She plans to continue giving back by becoming a counselor for disabled adolescents.

Local 359 & 706, Roanoke, Va. Members of these locals held their first family fun day and picnic at Moyer Park in Salem, Va., June 30, State Legislative Director Patrick Corp reports. “Even though it was 102 degrees and mass power outages hit the area that day, many members and their families came out on a great day,” Corp said. “Given the circumstances, there is nowhere to get away for a picnic this long into the summer. Thanks to all who helped organize the event.”

Local 951, Sheridan, Wyo. State Legislative Director Stan Blake, along with CO 245 Chairperson Randy Knutson and Vice General Chairperson Randy Doyle, recently met with Wyoming BNSF Locals 951 (Sheridan), 463 (Gillette), 1279 (Greybull) and 1280 (Casper) to discuss conductor certification, the importance of UTU PAC and other local issues.

Local 430, Jacksonville, Fla. Reports that the local annually invites the families of members to an annual family reunion on Saturday, June 20. The event is held at the Gooding Yards in Lordstown, Ohio, which was the site of the union’s first investment in the railroad industry. The event includes a barbecue, live music, and a raffle.

Local 1344, Mandan, N.D. From left are Local Chairperson and Associate General Chairperson Phil Miller, Local President Dan Davis, Local Vice President Jessica Schwartz and Local Chairperson Terry Berger at this BNSF local’s annual summer picnic. Members are reminded that the local’s monthly meetings are held on the third Tuesday of the month at 11 a.m. at the Westside Bar and Grill in Mandan.

Local 1385, Youngstown, Ohio. Thanks to shared situational awareness and the quick action of two UTU members, the life of a Road and Rail contract car inspector at Goodman Yard in Lordstown, Ohio, was saved. While engin in switch, James Sandoval was hit by a vehicle and found motionless. The local responded and Sandoval was transported to a nearby hospital. He is now recovering and has been discharged.

Local 1526, Michigan City, Ind. Members of this Northern Indiana Commuter Transportation District local held a retirement party to honor three of its former officers, Vice Local Chairperson Kay Hammon reports. Former Secretary & Treasurer Larry Stradtner (37 years), former Local and General Chairperson James Thompson (34 years) and former Local Vice President Marty Cawley (35 years) were the guests of honor. A collection was taken up by the local and a contribution was made by Andrew Fox of the South Shore to cover the cost of the party. Hammon said, which was well attended by retired and active members.

Local 650, Minneapolis, Minn. Retired former Vice Local Chairperson Donald C. Ericcson, 70, died July 26, according to State Legislative Director Phil Quady. He was employed with the CSX/NUP railroads for 40 years. “Don was a military veteran and one of our best local officers,” Quady said. “He was an expert at mediating carrier charges against our members and at cross-examining carrier officers during formal investigations. His wealth of knowledge will be missed, but not lost, as he had mentored many younger railroad workers.” He is survived by his wife, MaryAnn, his children and his mother, Carol, eight grandchildren and one great-grandson.

Local 982, Rochester, N.Y. Local Chairperson Dave Murphy reports that two local officer positions have been filled. Chris Zegarelli is now serving as local president and Mike Vacch is the new secretary & treasurer. Murphy is also asking all local members who are not receiving his local newsletter electronically to contact him at (315) 460-1867 or by email at DVM123@ao.com to provide an email address.

Local 1043, Sparks, Nev. A fund has been established to benefit the family of former Local Chairperson and Delegate Lee M. Sandoval, 58, who died July 25 from kidney cancer, Local President John Ludke reports. Donations to the “Lee Sandoval Memorial Trust Fund” can be sent to Mountain America Credit Union, 720 Lom Altor Parkave, Sparks, NV 89436. Honorably discharged from the U.S. Marine Corps in 1997, Sandoval worked in corrections before entering train service for Union Pacific in 2004. “Lee was passionate about representing his fellow union members, performing his last investigation only seven days before he was placed in hospice care,” said Ludke. Sandoval is survived by his wife, Andrea, and six children.
Staten Island Railway members gain new contract

UTU members employed by New York's Metropolitan Transportation Authority (MTA) and working in numerous crafts on Staten Island Railway have a new agreement retroactive to January 2007, following an award by a state arbitrator.

Negotiations had dragged for nearly six years, leading to the arbitration award. Under New York State's Taylor Law, guiding public employee labor relations, strikes are not permitted.

The arbitrator, appointed by the state, rejected a request for a six-year agreement, meaning the almost 42-month agreement he imposed is already ripe for amendment, and UTU officers on the railroad are preparing to begin a new round of wage, benefits and rules negotiations even as members await retroactive pay under the arbitrated agreement.

“The MTA fought us every step of the way, throwing obstacle after obstacle in our path, such as filing unwarrented charges of bad-faith bargaining against the union when we filed for arbitration after 44 fruitless negotiating sessions,” said General Chairperson Tom Wilson (GO SIR).

Affected by the arbitration and are conductors, engineers, track maintenance, third-rail power, equipment maintenance, signal and electrical employees, all represented by the UTU.

Wilson and International Vice President Delbert Strunk, who assisted in negotiations and the arbitration, said the award includes full retroactive wage increases, additional sick days, union release time, night and weekend differentials, pension plan improvements, and a new grievance and arbitration procedure.

Wilson praised former UTU Local 1440 President Jaime Brownell and all local and general committee officers -- including General Committee Secretary Joe Palmieri and Local 1440 Secretary and Treasurer Vincent LaBella -- for “truly tireless and unrelenting efforts during this difficult negotiating and arbitration process.”

Wilson said “the members of Local 1440 can hold their heads high as proud members of a union that will climb into the trenches and battle for their members. Delbert rolled up his sleeves and jumped in to show the might of the UTU International.”

Strunk also thanked UTU members who made contributions to a fund benefiting the financially and emotionally devastated family of his niece, Tori Swoape, who died in May.

Strunk said the outpouring of support, including cards, letters, phone calls and emails, helped “not only Tori’s family, but gave me a needed boost while away from family members during this emotionally difficult time while I worked on the arbitration award.”

They never work on the job and away from the property, UTU members take care of their own, which makes the United Transportation Union America’s preeminent labor organization,” Strunk said.

The Metropolitan Transportation Authority was created by the New York legislature in 1968, and took over control and operation of the passenger service of Staten Island Railway in 1973 from Baltimore & Ohio Railroad (now part of CSX).

Illinois Central yardmasters vote

UTU-represented yardmasters employed by Canadian National Railway's Illinois Central Railroad have reached a new tentative agreement following mediation assistance from the National Mediation Board.

A tentative agreement reached last March was rejected by the membership, which will now vote, through Sept. 15, on the new tentative pact.

Negotiations were led by International Vice President Paul Tibbit and General Chairperson Doyle Turner (GO 347).

“This tentative agreement, as with others negotiated with Class I railroads, is intended to bring parity in wages, benefits and work rules to the thousands of employees in the railroad industry, along with the many other protections offered by union membership,” Turner said. “The seniority, scope and discipline rules these members now enjoy are what makes union membership valuable.”

Illinois Central connects Chicago with New Orleans and Mobile, Ala., and also reaches Omaha, Neb., and Sioux City, Iowa. CN gained control of Illinois Central in 1998.

Western Rail Road members ratify pact

Train, engine and mechanical forces represented by the UTU on shortline Western Rail Road in Texas have ratified a new agreement reached with mediation assistance from the National Mediation Board.

Negotiations were led by UTU Vice President Paul Tibbit and UTU General Chairperson Doyle Turner (GO 347), who heads the UTU's shortline outreach program.

“This agreement, as with others negotiated with shortlines, brings parity in wages, benefits and work rules to the thousands of employees in the shortline railroad industry, along with the many other protections offered by union membership,” Turner said. “The seniority, scope and discipline rules these members now enjoy are what makes union membership valuable.”

Western Rail Road, owned by Cemex, connects a quarry and cement plant at Dilltritt with Union Pacific’s Austin, Texas, subdivision. Dilltritt is four miles south of New Braunfels and about 50 miles south of Austin.

UTUIA field supervisor's son wounded

Marine Cpl. Ryan Hale, 25, son of UTUIA Field Supervisor Greg Hale and wife Celeste, was wounded in Afghanistan in August when his base was attacked from within by a turncoat Afghan armed with eight rocket-propelled grenades. (The attacker reportedly shot off seven grenades, and used the eighth to commit suicide.)

Ryan, who handles and trains dogs to detect munitions and is serving in his first tour of duty, was asleep next to his dog when the attack occurred.

“Ryan and the dog woke up when they heard the first explosion nearby. Then the second grenade hit his barracks and the place exploded,” Greg Hale said.

Ryan suffered a concussion and brain trauma, and is experiencing memory and vision problems, Hale said.

Ryan was expected to be transported to North Carolina for rehabilitation the first week of September, Hale said.

C&C rail workers ratify new contract

Train and engine, mechanical and maintenance workers of Embrazio & Cowlitz Railway in Washington state, all represented by the UTU, have ratified their first agreement since voting “UTU yes” in October 2011. They are members of Local 1348, Centralia, Wash.

Negotiations were led by UTU International Vice President Paul Tibbit and UTU Assistant President Amy Martin.

Tibbit praised the efforts of members Sean Kibbee and Eddie Steed, “who worked with the membership and union officers and fully explained the tentative agreement. They presented their case very well and in a professional manner and we achieved nearly everything we sought.”

Open enrollment now conducted online

This year’s annual open enrollment for active railroad employees covered by the National Railroad Health & Welfare plans (NRC/UTU and GA 229000) may be completed online during September and October.

You start the open enrollment process by going to the “Alerts and Important Dates” section on the Railroad Information Depot home page (www.rinfo depot.com). During the UTU open enrollment period in September and October, you can link directly into the Railroad Enrollment Services secured portal.

The new web-based open enrollment period will be available 24/7, and will provide the following capabilities:

• Step-by-step review of personalized benefit election choices with links to everything needed to enroll for the upcoming year.
• Links to your medical provider’s network.
• A quick and easy way to update your information.
• The ability to add, delete, and/or change dependent information. (If you’re adding a dependent who is not listed, you will be required to send in the specified documentation before the dependent can be added to the plan. Information on what is needed and where to send it will be provided on the site.)
• The option to review enrollment information in Spanish.

If you use the online portal, there is no need to mail any paper enrollment forms.

In September, you will receive a personalized letter with information about how and when to access the Railroad Enrollment Services portal. Those unable to enroll online, instructions on how to obtain a paper kit will be in the September mailing. You will not need to access the Railroad Enrollment Services portal if you elect to keep your current benefit options for the 2013 calendar year or do not choose to opt out.

For assistance with the online enrollment website, call Railroad Enrollment Services at (800) 753-2692.

www.utu.org / www.utuia.org
Romney/Ryan want to destroy labor unions

There is an old political saying: “If you stop lying about me, I’ll stop telling the truth about you.” When it comes to Mitt Romney, we don’t have to tell the truth about him. He already is telling the truth about himself. Here is what he promises to achieve:

- Oust labor union political action committees (PACs), which allow union members to contribute toward the election campaigns of labor-friendly lawmakers, but leave in place the ability of employers to spend unlimited amounts of money supporting anti-union candidates;
- End Medicare as we know it, forcing future retirees to purchase health care insurance on their own;
- Phase out Social Security and Railroad Retirement, requiring workers regardless of their financial skills – to create their own retirement plans by investing in the stock market, where even the savviest investors can be wiped out;
- Eliminate tax deductions for companies providing employees with health care insurance, which could encourage employers to drop those plans and force workers to purchase their own health care insurance;
- Eliminate collective bargaining rights for public employees;
- repeal the Federal Employers’ Liability Act (FELA);
- End all federal funding for Amtrak and future high-speed rail, which likely would shut down most intercity rail passenger service;
- Slash federal spending on public bus and rail transit;
- Eliminate whistleblower protections for those denied proper medical care for on-the-job injuries, and for those harassed, intimidated and fired for reporting workplace safety concerns;
- End all federal funding for Amtrak and future high-speed rail, which likely would shut down most intercity rail passenger service;

Romney’s chosen running mate, Paul Ryan, has been pushing for those same objectives as a member of Congress. If elected president, Romney would appoint anti-labor supporters to the National Mediation Board, the National Labor Relations Board, the Federal Railroad Administration, the Federal Motor Carrier Safety Administration, the Federal Aviation Administration, the National Transportation Safety Board and the Surface Transportation Board. With Mitt Romney and Paul Ryan in office, the road to a good contract would face a treacherous negotiating environment. If you cast your vote for Mitt Romney and Paul Ryan, be assured of their above objectives would be assured because that is what they promise: to throw working families under the bus by weakening and destroying labor unions.

Conductor certification rules coming

Every conductor should be familiar with the FRA’s conductor certification regulations that require testing of conductors, implementation of carrier training programs and territorial qualification requirements.

As of Sept. 1, each railroad was to have grandfathered as “certified” all conductors on Class I and II railroads, Amtrak and commuter railroads who were performing conductor duties as of Jan. 1, 2012.


After Dec. 1, Class I and II railroads, Amtrak and commuter railroads may not initially certify or recertify a person as conductor unless that person has been tested and evaluated in accordance with FRA conductor certification rules. For Class III railroads, that date is after April 1, 2013.

Testing and evaluation required after Dec. 1 for most railroad conductors

In all cases, testing and evaluation must be conducted under FRA-approved conductor certification programs. Class I and II railroads, Amtrak and commuter railroads have until Sept. 30 to submit to FRA for approval their programs for training, testing and evaluation of conductors. The programs must be approved by the FRA no later than Dec. 1.

For Class III railroads, the submission date is Jan. 31, and the approval date is April 1. UTU general chairpersons have 45 days to file comments, objections, and alternative plans with the FRA. The railroads are required to conduct annual reviews of their programs and respond to detected instances of poor safety conduct by certified conductors. If a conductor lacks territorial qualification on mainline track physical characteristics, that conductor shall be assisted by a person who meets the territorial qualification requirements.

For a conductor who has never been qualified over the particular territory, the assistant shall be a certified conductor who is not an assigned crew member. If the conductor was previously qualified, but such qualification has expired for one year or less, and who has not regularly traveled over the territory prior to the expiration, the assistant may be any person, including an assigned crew member who meets the territorial qualification requirements. If the qualification expired more than one year, the assistant may also be any person, so long as the duties of the assistant do not conflict with his safety duties and he is qualified for the main track physical characteristics and that person is not the assigned locomotive engineer.

A vote for Romney is a vote to throw working families under the bus

Romney/Ryan want to destroy labor unions
State Watch

News from UTU State Legislative Boards

District of Columbia

District of Columbia Legislative Director Willie Bates (Local 1933, Richmond, Va.) has been appointed by Transportation Secretary Ray LaHood to a second two-year term on the Obama administration’s Transit Rail Advisory Committee for Safety (TRACS). The committee assists the Federal Transit Administration in drafting national safety measures for rail transit.

The importance of this appointment has increased with the passage by Congress this summer of a new transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). The legislation allows the Federal Transit Administration, for the first time, to create basic safety standards – and provide oversight – on transit systems for passengers and workers nationwide, ending a patchwork system of state laws that was inconsistent from one state to the next.

North Carolina

The North Carolina State Legislative Board held its reorganization meeting, and the following officers were elected by acclamation: Dickie Westbrook (Local 1129, Raleigh), state legislative director; Glenn Lamm (Local 1129), assistant director; Ron Ingerick (Local 782, Asheville), chairperson; Ed Wingo (Local 1596, Charlotte), vice chairperson, and Eddy Brown II (Local 1715, Charlotte), secretary. “The meeting was two days, which included an afternoon at the state’s General Assembly, which was in session,” Westbrook said.

Virginia

State Legislative Director Pat Corp and UTU members met with former governor, Democratic National Committee chairperson and current Senate candidate Tim Kaine, to discuss issues of importance to UTU members and their families.

“Kaine reiterated his support for coal (his wife Anne comes from the coalfields of southwest Virginia) and Amtrak, and listened intently to our concerns about the recent Republican attack on Railroad Retirement,” Corp said.

Florida

State Legislative Director Andres Trujillo met with Rep. Sander Levin (D-Mich.), the senior member of the House Ways and Means Committee, to discuss rail issues.

“Congressman Levin is a longtime UTU friend and labor ally,” Trujillo said. “We discussed the upcoming elections, UTU’s role in getting out the vote, Amtrak issues and other labor issues in general. The congressman also was complimentary of UTU’s work in Michigan under State Legislative Director Jerry Gibson.”

Nebraska

Mary Ann Borgeson, wife of Nebraska State Legislative Director Bob Borgeson, in July was presented the Public Sector Award from the National Alliance to End Homelessness at the John F. Kennedy Center in Washington, D.C. The award recognized “her leadership and contributions to ending homelessness in the community.”

Borgeson serves as Douglas County commissioner; Douglas County is home to Omaha, the state’s largest city. She helped start the Metro Area Continuum of Care for the Homeless in 2007, a collective body of service providers, advocates, government agencies and citizens trying to address homelessness, and successfully worked to secure funding for various homeless initiatives.

North Dakota

Left to right are current State Legislative Director Jim Chace; previous acting State Legislative Director Tessa Bankle; Clinton and retired State Legislative Director Marc Hukerson.

A UTU contingent from North Dakota recently met with former President Bill Clinton at the state’s Democratic Party convention.

Clinton commented to the UTU group that the union was an early backer of his presidential campaign and he appreciated the support. “The UTU was on board with Clinton right away, and he remembered that throughout his presidency,” Chace said. “That is another example of the power of the UTU PAC.”

Arkansas

The Arkansas State Legislative Board held its reorganization meeting in Hot Springs, the birthplace of the UTU.

Elected by acclamation were Steve Evans as state legislative director; Tom Lusinger (L-462, Pine Bluff) as assistant state director; Will Seidenschwarz (L-656, North Little Rock; since replaced by Jered Davis, L-656) as alternate state director; Bryant Steele (L-221, North Little Rock) as secretary; Fred Garcia (L-507, Van Buren) as first vice chairperson, and Stephen Hensley (L-733, DeQueen) as second vice chairperson.

Left to right are Arkansas AFL-CIO Secretary Ricky Belt; Hensley, former state legislative director and current Democratic Party National Committeeman Don Beavers; Seidenschwarz; Lusinger, Evans; Steele; Arkansas AFL-CIO President Allan Hughes; Designated Legal Counsel Gene Napper and Garcia.
Memphis local committee

Memphis

UTU/UTUIA 2012 regional meeting photo highlights

Local officers who live in or near the regional meeting host city volunteered their time to assist UTU International staff as the regional meeting, Memphis, was underway. Pictured are the Memphis local committee who served as hosts as well as Chairperson Ronnie Brewer enjoys an evening with his wife, Dahlia, and daughter Avery, three months, and son Grady, 3.

Assistant Missouri State Legislative Director Jason Heyden (Local 1405, St. Louis) with wife, Janelle, and daughters (from left) Ellyen, Brooke and Josephine.

Assistant Missouri State Legislative Director Jason Heyden (Local 1405, St. Louis) with wife, Janelle, and daughters (from left) Ellyen, Brooke and Josephine.

Enjoying "girls night out" on the dance floor of The Peabody were, from left, Addison Edwards, Sailor Fulton, Avery Edwards, Zoe Edwards and Peyton Rodgers.

Assistant National Legislative Director John Risch, second from right, with his wife Kathi, share a photo with Colorado State Legislative Director Rick Johnson, left, and Wyoming State Legislative Director Stan Blake.

Local 407 (Charleston, S.C.) Chairperson Ronnie Brewer enjoys an evening with his wife, Dahlia, and daughter Avery, three months, and son Grady, 3.

Vice Presidents John Lesniewski (left), with wife, Gail, and Delbert Strunk, with wife, Diane.

Local officers who live in or near the regional meeting host city volunteer their time to assist UTU International staff at the regional meeting. Memphis local committee members are, from left, Transit Management of Charlotte Vice General Chairperson Hason Time (L-279, Charlotte, N.C.) with wife, Pasche, and daughters Shayla (left) and Bryanna.

The "first ladies" of the UTU (left to right): Connie Thompson, wife of General Secretary & Treasurer Kim; Cindy Martin, wife of Assistant President Art; April Fathery, wife of International President Mike, and Bonnie Stem, wife of National Legislative Director James.

The Penninger family: Father Matt (Local 794, Wellington, Kan.) with wife Cortney and daughters (from left) Ashlee, Kileigh and Nicole.

Assistant National Legislative Director John Risch, second from right, with his wife Kathi. Next to Kathi is with Colorado State Legislative Director Rick Johnson, left, and Wyoming State Legislative Director Stan Blake.

Arkansas State Legislative Director Larry Evans, right, who also serves on the UTU Rail Safety Task Force, with son Ben, a member of Local 1557 at Memphis.

Local 1594 Vice Local Chairperson Brian Caldwell, Treasurer Cynthia Kelly-Nash and General Chairperson Waverly Harris.

National Legislative Director James Stem and wife, Bonnie, greet Amtrak (GO 769) General Chairperson Dirk Sampson and his wife, Laurie.

Turbo Management of Charlotte Vice General Chairperson Hason Time (L-279, Charlotte, N.C.) with wife, Pasche, and daughters Shayla (left) and Bryanna.

Assistant National Legislative Director John Risch, second from right, with his wife Kathi, share a photo with Colorado State Legislative Director Rick Johnson, left, and Wyoming State Legislative Director Stan Blake.

International General Secretary & Treasurer Kim Thompson, right, with Bernard Greer III of Local 1031, Athens.

Local 1790 (Fitzgerald, Ga.) Local Chairperson Wesley and wife, Amanda, prepare to escort the ducks from their rooftop mansion to the Peabody's 14th floor fountain.

Local 794 (Chicago) Local Chairperson and President Dan Weir, shares he is UTU proud.

Assistant Missouri State Legislative Director Jason Heyden (Local 1405, St. Louis) with wife, Janelle, and daughters (from left) Ellyen, Brooke and Josephine.

Logan Weir, 5, son of Local 1973 (Chicago) Local Chairperson and President Dan Weir, shows he is UTU proud.

Illinois State Legislative Director Bob Guy, left, with his brothers and sisters from the Land of Lincoln (from left): Clint Bundy (L-768, Decatur, Ill.); Mac English (L-195); Carl Dungan (L-768); Miguel Marquez (Sheddng, L-1494, Chicago); Steve Woosley (L-768); Tina O'Brien (administrator at the state director's office); John O'Brien (L-1200, Chicago); and Bob Dungan (L-577, Northlake).

Local 794 (Chicago) Local Chairperson and President Dan Weir, shows he is UTU proud.

Enjoying the welcoming receptions are, front row, left to right, Logan Weir and Peyton; John and Dillon Rodgers, behind are Jillian Quinn, CSX (GO 247) General Chairperson Thomas Rodgers and McKeen Rodgers.

Local 1790 (Fitzgerald, Ga.) Local Chairperson Wesley and wife, Amanda, prepare to escort the ducks from their rooftop mansion to the Peabody's 14th floor fountain.

International General Secretary & Treasurer Kim Thompson, right, with Bernard Greer III of Local 1031, Athens.

President John Lesniewski, left, with wife, Gail, and Delbert Strunk, with wife, Diane.
UTU retirees honor their fallen brother with memorial

Lloyd “Buddy” Greene was a crew caller for Baltimore & Ohio in Fairmont, W.Va., when he was drafted in 1968. He arrived in Vietnam in June, and was killed in a helicopter crash just three months later. He was just 20 years old, and recently married.

One of seven children fathered by a B&O car foreman, Greene was gone, but certainly not forgotten.

After many years, through the efforts of his UTU-member brothers Jeffrey and Danny, and West Virginia State Legislative Director Mark Mlewshaw, Buddy Greene is being honored for his ultimate sacrifice: a bridge has been named in his honor, a bridge that was built over the hill on which he and his brothers and sisters used to sled in the winter.

Danny and Jeffrey are both retired members of Local 605, Graford, W.Va. Danny was a Marine, and was wounded in Vietnam, but he and his brothers and sisters used to sled in the winter.

Jeffrey served in the Navy in Vietnam. He retired as a locomotive engineer for CSX. He also served her union as secretary & treasurer and local chairperson for many years.

Both belong to the Marion County Virginia Cruise Lines crew. The idea to honor Buddy was hatched at one of these meetings.

At the dedication of the "Buddy" Greene Jr. Memorial Bridge are, from left: Danny Greene, Jeffrey Greene, West Virginia Delegate Linda Longstreet and State Sena -tor Bob Beck. Lloyd “Buddy” Greene's service photo is upper right.

With the help of Mlewshaw, legislation was passed by the West Virginia legislature to name a bridge on the newly constructed Gateway Connector into Fairmont from freeway I-79 in honor of Greene. The bridge is located near the Veterans Memorial Bridge and a Vietnam memorial park.

(Twenty-seven persons from Marion County were killed in Vietnam, the highest per capita in the state of West Virginia. And West Virginia had the highest per capita deaths in Vietnam of any other state in the nation, Greene said. A website, partially funded by the Greene family, honors that sacrifice: www.marioncountyvietnammemorial.org.)

"My mother, 85, is still alive, and she can see the bridge from her kitchen window, so she was so pleased," Danny Greene said. "She was tickled to death we could get this done for her son."

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**Deadline nears for fall foliage cruise**

The deadline to sign up for a UTU-sponsored fall foliage cruise up the East Coast is approaching.

Landfall Travel, the UTU's official travel provider, has arranged a seven-day voyage on Princess Cruises' Caribbean Princess north along the Eastern seaboard of the U.S. and Canada, departing from New York City Sept. 29. Ports of call include Newport, R.I.; Boston; Bar Harbor, Maine; St. John, New Brunswick, and Halifax, Nova Scotia.

Throughout your journey you will be treated to freshly prepared cuisine, great service and the many amenities for which Princess Cruise Lines is famous.

Prices start at $699 per person based on double occupancy. Air fare, taxes and certain other fees are extra.

Do you need to be a member of the UTU Alumni Association to take advantage of this offer.

For more details, contact Landfall at (800) 835-9233 or see the UTU Alumni Association page at www.landfalltravel.com.
Are you registered to vote?
Are you sure?

If you have recently moved to the next street, or the next town or the next state, you have likely changed your voter registration status.

Go to www.utu.org to find a link to a voter registration website called Long Distance Voter, one of the most comprehensive, non-partisan websites for voter registration and absentee voting. This website will allow you to register to vote, verify your voter registration and apply for an absentee ballot. Registering to vote is simple and can usually be completed in a matter of minutes.

Once you are registered to vote, you may want apply for an absentee ballot. If you want to be sure your vote is counted, applying for an absentee ballot is the way to go. Your ballot will be sent to you in the mail and can be completed in the comfort and privacy of your own home.

Should you have any questions on the application process, call the UTU National Legislative Office at (202) 543-7714.
The UTU regional meetings in Portland, Ore., and Memphis, Tenn., provided insights into the bargaining process, led by experts from the National Labor Relations Board (NLRB) and the Federal Mediation and Conciliation Service (FMCS) – designed to improve the skills of members and officers in pursuing grievances where members’ rights have been violated.

Experts from the NLRB summarized and explained federal labor law, including the process for filing unfair labor practice complaints and governance of union representatives under the National Labor Relations Act.

FMCS mediator Connie Wiemer led workshops in the process of mediation and development of mediation skills – especially how to get to a “yes” and past a “no” at the bargaining table. Included was an interactive presentation on protecting the rights of the collective bargaining process and the importance of labor unions in the workplace.

A mock negotiation session was provided in Memphis by FMCS mediator Luther Bennet, with members in attendance playing the role of management. Needless to say, we were brutal as managers, which helped participants appreciate the complexity of bargaining.

One of the most well-attended sessions was led by attorney Steve Young and arbitrator Frank Quinn. A PowerPoint presentation is available that I will send to members via email upon request. My email address is at the top of this column.

The value of workshops at regional meetings cannot be overemphasized, and it is not too early to begin making plans to attend one of the 2013 regional meetings – in Boston, July 1-3, and Anaheim, Calif., July 29-31. Details and registration information will be available at www.utu.org early in 2013.

As Election Day approaches, it is important for members and their families to be registered to vote and to vote. At the UTU home page at www.utu.org, you can register to vote, check on your voter registration status, and learn how to get to a “yes” and past a “no” at the bargaining table.

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The Dec. 31, 2015, deadline for installing positive train control (PTC) on some 60,000 miles of mainline track may not be met, says the Federal Railroad Administration (FRA), which is urging Congress to extend the deadline.

PTC is a crash-avoidance safety overlay system utilizing the satellite global positioning system (GPS), wireless communications and central control centers to monitor trains and prevent collisions by automatically applying brakes on trains exceeding authorized speeds, about to run off tracks, or when switches are left in the wrong position.

In a 30-page August report to Congress on PTC progress, the FRA said “most” of the railroads will meet the initial deadline first imposed by the Rail Safety Improvement Act of 2008. Congress mandated that PTC be installed on all Class I track carrying certain hazardous materials, intercity passenger trains and commuter trains.

**UTU worked to include PTC in 2008 rail-safety act**

The FRA cited “significant technical and programmatic issues” as causes for the delay. It said these issues include problems with the communications spectrum, hardware, track data verifications and installation engineering.

This is despite railroads already having invested $1.5 billion and the federal government having provided some $50 million toward PTC installation.

PTC installation is “hampered by the novel nature of the issues,” the FRA told Congress.

Earlier this year, the FRA, in writing rules to flesh out the congressional mandate, permitted railroads greater flexibility to determine on which lines PTC is to be installed.

Railroads had told the agency that the original FRA rule, which would have required PTC installation on 60 percent of mainline track — some 70,000 miles — failed to consider changes in the way the tracks are operated — previously said they expect to have PTC operational as early as 2013.

**UTU will not back down defending members**

*Continued from page 1*

... workers who are injured on the job,” Futhey said. “The FRA and OSHA recently signed a letter of intent to investigate jointly all complaints of carrier harassment and intimidation, and the FRA has informed each carrier of its intent to work with OSHA to end the long-standing practice of carriers disciplining injured workers “where the facts fail to support the change.” We are lawyers, too, and will take this to wherever we must to protect the interests of our members.”

• Recalling the horrific murder of a UTU member bus driver in Los Angeles, the fatal shooting of a train-crew member near New Orleans, and assaults on employees and thieves who broke into locomotive cabs by armed robbers elsewhere, Futhey said the UTU is working with lawmakers and regulators to implement better safeguards for its air, bus and rail members. The FRA recently imposed a requirement that all new and remanufactured locomotive cabs be equipped with secure cab locks.

“I promise every member that the UTU will stand shoulder-to-shoulder with our members to ensure their safety. Our voices will be heard,” Futhey said.

As to the state of the union, Futhey said the UTU International’s general fund balance is improving as carriers bring back furloughed workers, that the UTU Insurance Association now has a $28-million surplus and is financially strong, and the Discipline Income Protection Plan (DIPP) is financially sound with more than $10 million in assets.

Futhey emphasized that while competing discipline plans often seek ways to deny payment of claims, the UTU’s DIPP does not discourage in paying its claims. Futhey cited an example of two workers on the same assignment on CSX — one covered by the UTU’s DIPP and the other by a competing plan — who were both suspended. “Where the competing Safety Board has had PTC installation at the top of its public-safety objectives.

The UTU worked with labor-friendly lawmakers to include the Dec. 31, 2015, mandate in the Rail Safety Improvement Act of 2008.

Amtrak (on track it owns), Los Angeles Metrolink, Chicago Metra and Southeastern Pennsylvania Transportation Authority (SEPTA) — in conjunction with owners of track over which they operate — previously said they expect to have PTC operational as early as 2013.

**UTU has organized one new property every seven weeks**

The Tea Party in November, said Cohen, “are coming after you — your jobs, your working conditions and your economic standards.”

To combat the anti-union, anti-middle-class Tea Party agenda, which Cohen said is bankrolled by conservative billionaires, the middle-class must contribute to union PACs, register to vote and help get out the vote on Election Day, Cohen said.

“This election is about [saving] the middle-class,” Cohen said.

In 2012, UTU members have organized two new properties in the public and private sectors. In California, the UTU worked with the Sheet Metal Workers International Association of organizing efforts, which makes greater resources available for organizing transportation, building trades and production workers.

Futhey also explained how the UTU negotiating strategy in national handling has already paid off for rail members covered by the national rail contract.

“When we entered national rail contract negotiations, our strategy was to hold the monthly cost sharing premium under $200 — rather than allow it to escalate to $350 or more — in exchange for somewhat higher copays,” Futhey said. “The Affordable Care Act now eliminates many of those copays, saving affected members money on many health care services while they members enjoy one of the lowest cost-sharing premiums in the public and private sectors.”

**Bay area railroaders to meet**

Retired conductor John Herrmann of Local 504, Dunsmuir, Calif., reminds all active, retired and union-free railroaders in the San Francisco Bay area of the fifth annual lunch and reunion Oct. 19 at Spencer’s Fresh Fish Grotto, Berkeley, Calif. For reservations, call Herrmann at (925) 465-4122. Railroaders, family and friends from SF, UP, WP, AT&SF and Amtrak, as well as other lines, from all crafts, are invited.

**Discipline Income Protection Program: It Pays!**

What is the Discipline Income Protection Program? This program pays you a specific amount of money 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? All UTU members may enroll 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 email “dipp@utu.org” or check out the Discipline Income Protection Program page on www.utu.org.
Sleep, fatigue, workplace safety and quality of life are stitched together tighter than the seams on a major league baseball—and unpredictable work schedules can undo those stitches faster than a Stephen Strasburg 100-mph heater.

A new website, created by sleep scientists at Harvard Medical School, the Volpe National Transportation Systems Center and the Federal Railroad Administration—following anonymous survey input from train and engine workers represented by the UTU and the BLET—provides train and engine workers an interactive guide to a better understanding of factors that contribute to, and inhibit, proper rest.

The “Railroaders’ Guide to Healthy Sleep” website provides articles, videos, a game, a quiz and illustrations intended to help railroad workers understand their body clock, recognize sleep impediments, reduce fatigue, stay alert and safe, and improve their quality of life.

Consider it high-tech chicken soup for the overworked rail worker struggling to balance work and family life.

Included are practical steps to combat fatigue by adjusting nap times and consumption of caffeine and other beverages and foods, and practical ways to deal with individual variations in sleep needs and the daily ups and downs in human alertness and sleepiness.

A quiz helps participants determine how well they sleep, while an interactive game permits them to test their reaction times.

There also is information on sleep apnea and other sleep problems, and a guide on how to find sleep specialists throughout the country.

Give the website a test drive by going to the following website: www.railroadersleep.org.

For many railroad workers, the website may ensure that they return home in one piece—and for all rails, the website will help achieve a better balance between work and family life.

Inside this issue of the UTU News:

- For the Lemeryes, it’s “like mother, like son.” See page 2.
- Son of UTUIA field supervisor wounded in attack. See page 5.
- Photo highlights of the Memphis regional meeting. See pages 6/7.
- UTU retirees honor their brother killed in Vietnam. See page 8.