



UNITED TRANSPORTATION UNION

LOCAL 298

"The Voice of Transportation Labor"

Providing Exclusive Representation of Trainmen and Equal Representation of Engineers

May 2010

Next Meeting: June 14, 2010 @ 9am RR INN

CURRENT UTU DUES Trainmen \$97.95 Engineer \$97.95

UTU OFFICERS		
President	Rick Mitchener	260-897-2767
V. President	Mike Reel	260-908-3851
Secretary/Treasurer	Kevin DeCoursey	260-615-3819

LEGISLATIVE		
Legislative Rep.	Bo Babbitt	260-553-0012
Alt. L.R.	Kevin DeCoursey	260-615-3819

LOCAL CHAIRMEN		
L.C. Trainmen	Tom Porter	260-466-4557
L.C. Engineers	Jamie Modesitt	260-615-6308
VLC	Ron Lutz	260-241-5752
VLC	Rick Mitchener	260-897-2767
VLC	Ron Hollandsworth	260-415-1039
VLC Engineers	Doug Fyfe	260-223-0352
VLC Engineers	Kevin DeCoursey	260-615-3819

TRUSTEES		
	Brian Cornell	
	Max Teders	
	Ron Hollandsworth	

SAFETY OFFICERS		
Kevin DeCoursey	Chairman	260-615-3819
Ron Lutz	Vice Safety Chair.	260-241-5752
Bill Schamper	Secretary	260-235-0730

FELA Designated Legal Council This Month

The Brennan Law Firm, PTC

1-800-816-7245

www.fela-lawyer.com

NEED JOB INSURANCE?

United Transportation Union Insurance Association

GREG HALE: 574-286-5902 www.utuia.org

SPECIAL MEETING FOR NOTH BALTIMORE

A special meeting regarding the Northern Mid-Atlantic Agreement (N. Baltimore) will be held at the LaQuinta Inn, Auburn on June 29, 2010 at 0900 hours. The meeting will be hosted by the UTU B&O General Committee. All UTU Members are welcome.

Tentative Northern Mid-Atlantic Coordination Agreement Reached

The UTU B&O General Committee, along with the former Conrail Northern District General Committees, have reached a tentative agreement in settlement of the December 2, 2009 Coordination Notice served upon us by CSXT to form a new seniority district, under a single agreement, to be known as the Northern Mid-Atlantic Seniority District. This Agreement was reached to satisfy the terms of the New York Dock provisions relative to reaching an implementing agreement governing the coordination notice. The most important thing for our membership to remember is that we will remain in National handling and this is not the Agreement wherein you should anticipate wage increases, Health & Welfare, entry rates and other issues related to National handling to be addressed. That tentative Agreement, when it is reached, is yet to come! Nevertheless, after reading the information and the agreement provided, you will find several enhancements to the B&O Schedule Agreement that we believe you will find most agreeable. *Continued on page two.*

Mid-Atlantic Coordination Agreement continued

As promised the Northern Mid-Atlantic Agreement preserves the seniority rights of all members through the retention of existing prior rights, and the creation of an additional level of prior rights encompassing all employees owning train service seniority as of the effective date of the agreement. The B&O Schedule Agreement is adopted as the single agreement governing the entire Northern Mid-Atlantic (NMA) District. Furthermore, the implementing agreement not only protects the wages and working conditions of our members, it actually **enhances** those conditions through additional modifications to the B&O Schedule Agreement that will be adopted with implementation of the coordination agreement (if ratified). For that reason the negotiating committee chose to include the entire B&O Western District in the Northern Mid-Atlantic Seniority District, so they could enjoy these enhancements as well.

Among those enhancements to the B&O Schedule Agreement are:

- Up to 100 Personal Leave Days may be carried over and held.
- Up to 2 weeks of vacation (instead of 1) may be converted to daily vacation; and weekly vacations started on Saturday (currently Sunday) beginning in 2011 so that an employee taking a single week of vacation will get a full weekend off.
- Instructor allowance increased to \$18.00.
- Road AFHT meal allowance increased to \$10.00 (\$2.00 increase) per meal.
- Deadhead by trains eliminated except in case of emergency conditions (Rule 100, Section 11) wherein transportation in passenger carrying conveyances would be prohibitive for safety reasons.
- CSX payroll will not be allowed to recover overpayments after 60 days from date of payment (Note: This has been a huge problem in the past.)

CSX payroll to recognize 234 "computed" days (180 basic days x 1.3 days = 234 days) for road service employees to qualify for vacation (Note: This has been a dispute in the past).

The pact also benefits CSX Northern District employees, preserving their current seniority rights as prior rights and, most importantly, **it brings the Northern District train crews under the protection of the B&O Crew Consist moratorium found in Agreement [Rule 100, Section 21](#), which is arguably the strongest in the country.** Without that protection, Northern District trainmen would remain vulnerable to a Section 6 Notice from the Carrier seeking to reduce train crew sizes, or even eliminate the conductor/foreman altogether, because the former Conrail Agreement they currently work under has no moratorium provisions. Other advantages realized by Northern District Trainmen under the B&O Agreement, not found in their current contract, include:

- Shoving claims paid at 2 hours (per tour).
- Reverse lodging available.
- Discipline can be worked off with clean record in first and/or second half of calendar year (5 years of service required).
- Supplemental Sickness Benefit Plan at no cost to the employee
- Seven (7) days off (instead of 5) for each week of vacation converted to daily vacation.
- Paid 8 hours for attending Rules class.
- Paid 3 hours for attending company required physical while in active service (does not apply to return to work physicals).
- Brakeman required on light engine movements over 25 miles.
- Short Turnaround turning point 25 miles or less; with 100 mile maximum.
- Runaround = 4 hour payment if performing service within the next 8 hours; 8 hour payment if not next performing service within 8 hours.

Utility assignments paid conductor road switcher rate (for advertised 6 or 7 days assignments) and yard foreman rate (for yard and 5-day road assignments).

Go to www.utu298.com to download a copy of the agreement.

TRIP ADJUSTMENT (Con Code TA)

Use this con code for all pay shortages or adjustments. Try to claim the exact amount shorted.

PRMU.PRCL.1 T&E EMPLOYEE CLAIMS 06/07/10 07:06 1 OF 1

EMPLOYEE ID 777777 PIN

OPTION REPT PRINTER C8A_

CLAIM
TRAIN/JOB NONE DATE 060310 SUBDIV RG YARD KS 2

OCC	ID	NAME	CREW	T	T	T	T								
			ID	X	CD	AMOUNT	Q	X	CD	AMOUNT	Q	X	CD	AMOUNT	Q
EN	777777	STARK	NONE	*	TA	009500	\$	-	-	-	-	-	-	-	-

PRMU.PRCX TEXT SCREEN 06/07/10 07:04

TRAN #
DATE: 060310 TRAIN/JOB: NONE YARD/AUTH:
(MMDDYY)

CLAIM TEXT FOR CON CODE TA FOR EMPLOYEE ID 777777 JC STARK
 TRIP OR DEADHEAD: _____
 TRAIN ID OR DEADHEAD AUTH NUMBER: _____
 DISTRICT SUB-DISTRICT POOL ID: _____
 RATE SHORTAGE? Y/N: _
 EXPLAIN BASIS FOR CLAIM: _____

CLAIM TEXT FOR TA

