



UNITED TRANSPORTATION UNION

LOCAL 298

"The Voice of Transportation Labor"

Providing Exclusive Representation of Trainmen and Equal Representation of Engineers

October 2010

Next Meeting: November 8, 2010 @ 9am RR INN

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

CURRENT UTU DUES Trainmen \$97.95 Engineer \$97.95

FELA Designated Legal Council This Month

DANIEL J. DOWNES, P.C.

800-624-2121

www.feladownes.com

NEED JOB INSURANCE?

United Transportation Union Insurance Association

GREG HALE: 574-286-5902 greg hale@utu.org

VACATION BIDDING OPEN

Vacations are now open for bidding.

Engineers must schedule vacations (and daily) no later than November 30th.

Conductors must schedule vacation no later than December 15th.

DENIED PB, PL or DV Day

Conductors denied PL/DV Days should submit a claim against the Carrier for 8 hours pay under con code 97. Call CMC and try to schedule your PL/DV through the Caller and/or Manager. Try to call in advance for everything from Dr. Appointments to weddings. If you are denied, ask to have the information documented in your history and document the date and time you called in. The Rule is 100 Section 7A of the B&O Schedule Agreement, which basically states the Carrier is responsible for maintain a sufficient amount of employees to allow reasonable mark-off privileges.

Engineers denied PB should submit a claim for 8 hours pay under con code 97. Have the Caller document the denial in your history. Document the date and time of the denial. Article 45 C of CSXT Labor Agreement 1-023-07 is the proper reference for this claim.

If you have any questions regarding these claims call any union officer for explanation.

PROGRESS IN NATIONAL RAIL CONTRACT TALKS

The UTU and railroads party to the national rail agreement will meet next week and again in mid-November in continuing negotiations aimed at amending a contract covering wages, benefits and working conditions.

These will be the sixth and seventh negotiating sessions between the UTU and the National Carriers Conference Committee.

The national rail contract came open for amendment Jan. 1, 2010.

Carriers in national handling, under the umbrella of the National Carriers Conference Committee, include BNSF, CSX, Kansas City Southern, Norfolk Southern, Union Pacific and many smaller railroads.

Some 40,000 UTU members are affected by these national contract talks with the NCCC, and the resulting agreements frequently set patterns for other negotiated rail agreements.

The Oct. 12-13 negotiations will focus on health-care insurance; and the Nov. 15-17 negotiations will focus on wages and working conditions.

"These upcoming negotiations could be potentially productive," said UTU International President Mike Futhey, who is the UTU's chief negotiator. "Nothing has been agreed to, but progress is being made. It is impossible to say that any issue has been finalized until all issues are agreed on," Futhey said.

New Ohio CSXT Terminal to Bypass Chicago

A key component of CSX Transportation's northern tier strategy will come into play in early 2011 with the opening of the Northwest Ohio Intermodal Terminal, The Journal of Commerce reports. The \$175-million intermodal hub near North Baltimore, Ohio, will reduce transit times by at least a day as it routes containerized cargo from West Coast ports around Chicago to the many distribution facilities located in the Ohio Valley.

"This is really a game changer for us," Bill Clement, vice president of intermodal at CSXT, told the Los Angeles Transportation Club.

Chicago is the largest rail complex in the nation where much of the interlining between eastern and western railroads takes place. However, the rail yards are scattered throughout the metropolitan area, and transferring containers from one rail carrier to another often involves trucking the boxes through the congested city.

As a result, what should be a 12-hour transit through the Chicago area can easily turn into a 24 to 48-hour trip, Clement said.

With the opening of the Northwest Ohio hub, CSXT will by-pass the city with all of its "beyond Chicago" freight, improving both reliability and transit times.

Once at the hub, large electric cranes that are four times as wide and twice as high as the typical cranes found at seaports will lift the containers, further streamlining the transcontinental move. Also, the new cranes will reduce nitrogen oxide emissions by 80 percent compared to diesel cranes, Clement said.

The Ohio terminal is part of a larger CSXT intermodal network known as the National Gateway Project that will offer unobstructed passage for double-stack trains from the Virginia ports to the Ohio Valley and on to Chicago. The National Gateway is being planned to coincide with the widening of the Panama Canal.

When the canal is widened in 2014, large container vessels of up to 12,000-TEU capacity will be able to transit the facility with Asian cargo destined to East Coast ports on all-water services.

CSXT supports seaports on both coasts, Clement said, and the Northwest Ohio facility will expedite the flow of containerized cargo to and from Atlantic as well as Pacific Coast gateways.

About 60 to 65 percent of CSXT's intermodal freight moves on its northern tier. CSXT's southern tier strategy calls for constructing an intermodal hub in the Southeast although the site has not yet been chosen.

So far, 2010 has been a good year for intermodal, but CSXT is looking to the longer term as intermodal is expected to capture a larger share of both domestic and intermodal freight. Over-the-road trucking is challenged due to shortages of truck capacity and drivers, rising fuel costs and environmental concerns, and these developments should increase the attractiveness of intermodal, Clement said.

Health Insurance Alert: Children Under 26?

One of the jewels of the Obama health care reform plan passed into law by Congress earlier this year allows certain dependent children to remain on an employee's health care insurance plan until age 26 without regard to student, marital, residence or financial dependent status.

This provision of the Patient Protection and Affordable Care Act becomes effective Jan. 1, 2011, but only if enrollment is accomplished during a special 30-day enrollment period.

Complete information on the eligible dependent child provision, and elimination of the lifetime maximum benefit limits on the railroad national health and welfare plans, will be detailed in the annual re-enrollment packet railroad employees will be receiving soon from United Healthcare.

Members not covered by national rail plans -- which includes UTU Bus Department and Airline Department members -- should check with their employers regarding what actions may be necessary to ensure dependent children under 26 remain covered on their employer-provided health care insurance plans.

As for UTU & BLET-represented railroad employees, it is essential you open the packet from United Healthcare and review the information carefully when it arrives, as failure to complete and return the required information in the required time period could result in a missed opportunity to enroll your eligible dependent child.

The law requires that the addition to health care insurance plans of eligible dependent children under age 26 be accomplished within the 30-day special enrollment period.

Failure to complete and return the required information could result in eligible dependent children being denied coverage.

NEW CON CODES

CODE AS - ASSIGNMENT ADVERTISEMENT ISSUES. ISSUES INVOLVING ADVERTISEMENT OF ASSIGNMENTS - INCORRECT LIMITS, MILEAGE, ETC.

CODE CA - CREW IMPROPERLY USED. ISSUES INVOLVING RUNAROUNDS, NOT USED IN PROPER SERVICE, ETC.

CODE CE - COORDINATIONS/WORK EQUITY ISSUES. ISSUES INVOLVING COORDINATED TERRITORIES ON WORK EQUITY.

CODE KS - KIND OF SERVICE ISSUES. PAY SHORTAGES RESULTING FROM INCORRECT KIND OF SERVICE, MILEAGE, ETC.

CODE RM - ROAD SWITCHER/MINE RUN ISSUES. RULE VIOLATIONS FOR ROAD SWITCHERS AND MINE RUNS.

CODE RW - RETURN TO WORK ISSUES. RETURN FROM FURLOUGH, MEDICAL LEAVE, FMLA, ETC.

CODE SI - SENIORITY ISSUES. ALL ISSUES INVOLVING SENIORITY.

CODE YW - YARD WORK IN ROAD SERVICE. YARD WORK PERFORMED BY ROAD CREWS AND WORK PERFORMED AT INITIAL, INTERMEDIATE AND FINAL TERMINALS.
(Engineers continue using BG)