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# UTU News

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The Official Publication of the United Transportation Union

## Labor asks FRA to ban one-person rail crews

A petition for an emergency order prohibiting the use of one-person operating crews, including remote control operations, has been filed with the Federal Railroad Administration by the UTU and the Brotherhood of Locomotive Engineers and Trainmen.

UTU International President Mike Futhey and BLET National President Ed Rodziewicz signed the petition for the emergency order.

The request for the FRA emergency order applies to all train operations, including conventional and remote-control yard-switching operations.

Although the UTU has collective bargaining agreements in force with most railroads requiring

### One-person rail crews?



### Not on our watch!

was working alone and using a remote control device.

"The workload associated with [remote control operations], while performing other safety-critical tasks, demands too much of a single individual, including loss of situational awareness," says the petition.

There are numerous incidents of accidents, injuries and fatalities where railroads utilized one-person crews, and the injuries and deaths caused by remote and single-crew operations "have continued unabated since its inception in the early 1990s," says the petition.

"This has been caused in part by the inaction of the FRA to a number of petitions filed both by the UTU and the BLET for emergency orders to prevent such operations."

The petition says that while the FRA has reviewed the safety aspects of one-person crews, it "has really done nothing affirmatively to assure the safety of the employees in such operations."

The UTU and the BLET also take "strong issue" with FRA conclusions that the safety records of remote control and conventional operations are "basically the same."

*Continued on page 10*

### One-person crews are industry attempts to increase profits at the expense of safety

at least one conductor on each train start, there currently are no federal safety regulations prohibiting use of one-person crews in yard or road operations.

One-person crew operations "have been nothing more than the industry's attempt to reduce operating costs to increase profits, at the expense of worker safety," says the UTU and BLET petition seeking the FRA emergency order.

The FRA is told in the petition, "The evidence shows that no conditions exist where a lone engineer or remote control operations are safe."

The need for such an emergency order, says the UTU and the BLET, is demonstrated by the May 10 accident on CSX in Selkirk, N.Y., which killed UTU-represented conductor Jerod Boehlke, who

## UTU members work with FRA to craft new conductor-certification rules

The Rail Safety Improvement Act of 2008 provides that no later than April 2010, the FRA must conduct a rulemaking to determine the principles, elements and methods of conductor certification.

The FRA says it is now prepared to move forward on that rulemaking with the assistance of a Rail Safety Advisory Committee (RSAC) working group comprised of representatives from labor, the carriers and the FRA.

In response, International President Mike Futhey appointed a UTU team to join the RSAC Conductor Certification Working Group that will collaborate to create a consensus on the procedures to be applied in certifying conductors.

Appointed by Futhey to the RSAC Conductor Certification Working Group are:

- Retired Local 1470 Chairperson Director **David A. Brooks;**
- General Chairperson (GO 049) **John Lesniewski;**

- UTU Training Coordinator and Local 528 Legislative Rep. **Ron Parsons;**
- National Legislative Director **James Stem;**
- Local 645 Chairperson **Vinnie Tessitore;**
- Attorney Larry Mann, UTU's rail safety coordinator to UTU Designated Legal Counsel.

The UTU representatives are in agreement that certification conversely carries the risk of decertification, and that their role includes building into the rulemaking safeguards from unnecessary burdens, and ensuring the rulemaking proceeds as intended by Congress in the Rail Safety Improvement Act.

Notably, the UTU representatives are in agreement that conductor certification will enhance the proficiency of UTU members, making them ever more professional and indispensable.

The UTU representatives to the working group said that collective bargaining, not the FRA rulemaking, would determine whether a certified conductor receives additional pay.

### UTU conductor-certification team



Brooks



Lesniewski



Parsons



Stem



Tessitore

## News and Notes

### Safety task-force Web site now up

The UTU is asking for members' suggestions on how to make their jobs safer, and has created a Web page to help that effort.

The page can be accessed from the lower-right side of the UTU home page at [www.utu.org](http://www.utu.org).

Stunned by a recent, sharp increase in rail-employee on-duty fatalities and career-ending injuries, UTU International President Mike Futhey has appointed a four-person task force to craft, in conjunction with the FRA, an action plan to reduce rail-employee risk while on the job.

Leading the task force is UTU Assistant Arizona State Legislative Director **Greg Hynes**, who will work with UTU Arizona State Legislative Director **Scott Olson**, Arkansas State Legislative Director **Steve Evans** and Michigan State Legislative Director **Jerry Gibson**.

Olson said, "If this task force is to be effective, it must digest concerns and suggestions of those who work in the yards and aboard trains. That is the purpose of the link on this page encouraging members to communicate directly with the task force."



# Around the UTU

## Local 17, Marshalltown, Iowa

This local, which represents Union Pacific workers, has over the years been among the top 10 locals in the country in terms of average-per-member UTU PAC donations. That ranking was solidified recently when four members upped their UTU PAC pledges to the Double Diamond (\$600 per year) level. They are Local President **Mark Woodruff**, Local Chairperson and Delegate **James Reeder**, Local Legislative Rep. and Assistant State Legislative Director **Bill Backoff**, and member **Steve Wilkens**. At a recent local meeting, which featured State Sen. Steve Sadders, the members heard a list of legislative accomplishments made possible by their UTU PAC donations. "That is what prompted these four members to step up," State Legislative Director **Pat Hendricks** said.

## Local 30, Jacksonville, Fla.

Amtrak conductor **Russell A. Denson** and assistant conductor **Eric A. Morrison** were recognized by the carrier after administering a charge from an automatic external defibrillator to revive a passenger in distress. The two were notified by a sleeping car attendant that a passenger was suffering what appeared to be symptoms of a heart attack. They used the AED to return the passenger's heartbeat to a normal rhythm. "This is another life saved thanks to proper training, proper equipment and professional composure of a talented crew," Amtrak Chief Operating Officer William Crosbie said. "They're an example of the great job our employees do every day throughout the system." "It took the whole crew to do this.... It truly was a 'team' effort from the sleeping car attendants to the dining car staff, all the way to the coach attendants," Morrison said.

## Local 240, Los Angeles, Calif.

Retired conductor **John H. Woolfolk** told *UTU News* that a group of railroad retirees meets for lunch on the first Thursday of each month at the Hometown Buffet, 17500 Castleton St. in City of Industry, Calif. Woolfolk said the group would like to see some new faces and that all retired UTU railroaders are welcome.

## Local 838, Philadelphia, Pa.

Retiree **John L. Pursley**, 91, passed away May 13, according to UTU member **Mike Sternfeld** of Local 1470 at Washington, D.C. Pursley hired out on the Pennsylvania Railroad in the 1930s and later worked as an Amtrak conductor. Former Amtrak management employee Michael Weinman said, "I always got a great deal of history out of talking to John. He was one of the old hands who worked the first Metroliners and are almost all gone. He never let his union membership lapse." Pursley was a dues-paying member of the UTU Alumni Association at the time of his passing.

## Local 1168, Clovis, N.M.

This BNSF Railway local has established a Web site through the UTU International at <http://1168.utu.org> containing local news, contact and other information. Members should also note that local meetings are held the second and



Members of Local 265 at Pocatello, Idaho, attend their monthly meeting on May 12 at the Pocatello Labor Temple.

## Members maintain solidarity through tough times

In today's troubled economic times, with likely thousands of railroad workers sent home in furlough status, the members of UTU Local 265 in Pocatello, Idaho, remain united by a single principle: solidarity.

More than 100 UTU members in train service in Idaho have been furloughed by the Union Pacific since February, but State Legislative Director **George Millward** said that the men and women of Local 265 have taught him a lesson about unity.

"One would expect that once furloughed, these men and women wouldn't be around until a recall was made and their membership was active again. Not so here! Each meeting, the room is filled with active members as well as furloughed members. They all contribute to the meetings with concern for everyone here in the UTU family," Millward said.

He said the UP has attempted to circumvent local agreements and has tried to call some of these furloughed employees to work in so-called emergency situations, but not in seniority order.

Millward's son **Nathan**, one of the furloughed UP employees, said he is grateful that the UTU negotiated an Auxiliary Work and Training Status agreement, but now the carrier is trying to take that away, too.

"I understand how the railroad slows down at

times, because I am from a railroad family," Nathan said. "I thanked God the UTU protected us with the AWTS agreement, which provided eight days' pay and the ability to keep our health insurance in force.

"But when we started to take advantage of this agreement...the UP went back on the deal and insisted we accept a lesser, union-busting agreement. We stood tall and voted 'no,'" he said.

Added UTU member **Jeff Carson**: "We have all stayed strong and refused to violate work agreements that the railroad had asked us to violate. Now, instead of increasing the boards and returning some of us to work, they are working everyone to death, dropping turns and forcing working employees to work off of their assignments."

"We were all led astray about our employment security so they can line their pockets with bonuses," said Local President **Kelly Fly**.

"Each and every one of these great UTU members have held strong to the agreements and have not accepted the work," Millward said. "Each time, they have told UP to re-call in order and to increase the boards as required by agreement. It must be hard to not accept work, especially when the paychecks have stopped, but these members have held true to the true meaning of unity."

fourth Tuesdays of each month at 9 a.m. at the Elks Lodge at 218 N. Sycamore.

## Local 1470, Edmonston, Md.

Local Chairperson **David A. Brooks** officially hung up his ticket punch and Amtrak uniform on April 30, fellow conductor and Local 1933 Chairperson **Miles "Ray" Cunningham Jr.** reported. Brooks hired out with the Pennsylvania Railroad in 1966 and joined Amtrak in 1983. He serves on the UTU's Transportation Safety Team and had helped establish FRA rail passenger safety guidelines. He was recently named by International President Mike Futhey to serve on FRA's RSAC Conductor Certification Working Group. "Dave was always very passionate about his job, as well as working on behalf of his fellow members," Cunningham said.

## Local 1741, San Francisco, Calif.

Two bus employees of First Student were reinstated with full back-pay after being fired by the company last year, Vice Local Chairperson **Brock Estes** reported. As noted in the January 2009 *UTU News*, **Robert Newcomer**, who had a perfect 24-year driving record, was fired after a minor rear-end accident. **Katanya Bell** was also fired after the company conducted an illegal background check. The union took both cases to mediation and won, but the company still refused to rehire them. Local Chairperson **Paul Stein** said both members have won arbitration hearings and have been reinstated. "The labor movement stood up to the company and now they have to reevaluate their anti-union, anti-worker policies. These efforts have been a major victory for school bus drivers around the country," Stein said.

## BNSF Railway GO 393, Temple, Texas



Pictured, from left, are Gary Relic, Robert Goates, David Tiller, Michael Williamson, James Stuart, Lamont Whitfield, At A. Kite, Darrell Jones, Futhey, Curtis Wickliffe, Joe Ivy, Joey Stubbs, Office Manager Pam Neal, Tibbit, Dewyane Casteel, Mike Wilson, Bobby Reid, Reggie Singleton and UTU Vice President John Previsich.

On April 29 and 30, this BNSF Railway general committee presented an overview of the Rail Safety Improvement Act of 2008 at the Hilton Garden Inn in Temple, General Chairperson **Paul Tibbit** reported. On the first day, former UTU general chairperson and Designated Legal Counsel Steve Young explained the safety benefits of the act to railroad employees and the protections provided under the act to employees who reported unsafe working conditions and personal injuries. International Vice President **John Previsich** then provided the FRA's interpretation of the act, followed by a group discussion on the practical application of the law. On day two, International President Mike Futhey addressed those in attendance, providing a state of the union and other information of interest to UTU members. Previsich then continued a dialogue on the safety act, as members of the general committee sought to apply the new law to their particular operating conditions and to hours of service.



# Obama's labor-friendly transportation team



## Labor Secretary Hilda Solis

A four-term Democratic congresswoman from California, who received UTU PAC support. Solis' father was a Teamster, and she says her family would not have succeeded "without the wages and other protections my parents earned with the help of their union."



## Transportation Secretary Ray LaHood

A seven-term Republican congressman from Illinois, LaHood has received UTU PAC support. While in Congress, LaHood supported the Passenger Rail Investment and Improvement Act, which authorizes the spending of some \$13 billion for Amtrak and high-speed rail corridors over the next five years.



## Federal Highway Administrator Victor Mendez (nominated)

Mendez, a civil engineer, was Arizona Gov. Janet Napolitano's DOT secretary, and is past president of the American Association of State Highway and Transportation Officials. His strengths are said to be in "innovative funding and financing of technology, infrastructure, research and planning." He is awaiting Senate confirmation.



## National Mediation Board member Linda Puchala

Puchala was a senior mediator and associate director of the NMB's Alternative Dispute Resolution Services and has experience with rail and airline cases. She joined the NMB in May 1999, after an airline career that included election as president of the Association of Flight Attendants. She joins fellow Democrat and former union official Harry Hoglander and Republican Elizabeth Dougherty on the three-member NMB.



## Federal Railroad Administrator Joseph Szabo

UTU's former Illinois state legislative director, Szabo is the first of now 13 FRA administrators to come out of the ranks of labor. Senate Assistant Majority Leader Dick Durbin (D-Ill.) said, "Joe Szabo understands better than most the long days, unpredictable schedules and sometimes hazardous working conditions that come with employment in the railroad industry."



## Secretary of Homeland Security Janet Napolitano

The former Democratic governor of Arizona, and, previously, Arizona's attorney general, she had been considered as a running mate in 2004 to presidential candidate John Kerry.



## Federal Transit Administrator Peter Rogoff

Rogoff served for 22 years on the staff of the Senate Appropriations Committee, including 14 years as the Democratic staff director of the transportation appropriations subcommittee. His strengths are said to be in the financing of rail and bus transit systems, Amtrak and high-speed intercity rail passenger service.



## Federal Aviation Administrator Randy Babbitt

A former pilot and president of the Air Line Pilots Assn., Babbitt also headed the National Commission to Ensure a Strong Competitive Airline Industry. He recently served on an independent review team examining and making recommendations to improve the FAA's aviation safety system.



## FRA Deputy Administrator Karen Rae

Rae previously was a senior official with DOTs in New York, Pennsylvania and Virginia. UTU's Virginia State Legislative Director Walter Yeatts says of Rae, "She is extremely knowledgeable and easy to work with. She always listened to the concerns of UTU members. The UTU had a seat at the table whenever railroad issues were discussed."



## DOT Deputy Secretary John Pocari

Pocari most recently headed Maryland's DOT, which focuses on every form of freight and passenger transportation. The *Journal of Commerce* said "Maryland's strong role in regional passenger rail systems could help Pocari with the Obama administration's historic push to expand transit and high-speed rail systems."

## UTU's Stem named to energy panel

WASHINGTON – UTU National Legislative Director James Stem has been appointed to the Surface Transportation Board's Rail Energy Transportation Advisory Committee.



Stem

The committee was established by the STB in July 2007 to provide advice and guidance to the board, and to serve as a forum for discussion of emerging issues, regarding the transportation by rail of energy resources (including, but not necessarily limited to, coal, ethanol, and other biofuels).

The Rail energy Transportation Advisory Board is comprised of 23 voting members, representing a balance of stakeholders with an interest in energy transportation by rail, including large and small railroads, coal producers, electric utilities, the bio-fuels industry, and the private railcar industry.

## New airline local elects officers

UTU's newest local, Local 40, representing some 300 pilots and flight attendants employed by Great Lakes Aviation, has elected officers.

They are: **Kyle Thigpen**, president; **Janel Davis**, vice president, and **Mike Stawicki**, secretary/treasurer. The Board of Trustees are **Steve Sulak**, **Paul Villery** and **Chris Johan**. The delegate is **Stephanie Wagner**. **Jeff Gaines** is the alternate delegate. **Tony Lopez** will serve as legislative representative, **Terri Curtis** as alternate legislative representative.

Following are the officers elected by the general and local committees of adjustment (GO 40 and LCA 40A, which represents pilots, and LCA 40B, which represents flight attendants): **Stephanie Wagner**, general chairperson, GO 40,

and local chairperson, LCA 40A; **Jake Saunders**, vice local chairperson, LCA 40A; **David McLaughry**, secretary, LCA 40A; **Jeff Gaines**, local chairperson, LCA 40B; **Kevin Barnett**, vice local chairperson, LCA 40B, and **Diane King**, secretary, LCA 40B.



Great Lakes Aviation is headquartered in Cheyenne, Wyo., with pilots operating out of hubs in Denver; Kansas City, Mo.; Phoenix and St. Louis. All flight attendants operate out of the Denver hub.

The airline started operations in 1977. It began scheduled services in 1981 with flights between Spencer, Iowa, and Des Moines, Iowa. In 1988, Great Lakes acquired Alliance Airlines, adding six cities around Lake Michigan to the route network.

## DOL rescinds reporting demands

WASHINGTON – The Obama administration is rolling back rules requiring labor unions to report information about their finances and compensation, reports the *Washington Times*.

The regulation, known as the LM-30 rule, was at the heart of a lawsuit that the AFL-CIO filed against the Department of Labor last year.

The DOL also is rescinding the expansion of the so-called LM-2 rule, approved during the last days of the Bush administration, which required unions to report more information about finances and labor leaders' compensation on annual reports.

## Railroad health plans win award

The national railroad health plans, including the UTU plan for its rail members, have won a top health-care industry award, which recognized the plans as demonstrating "an exceptional commitment to innovative health-care benefit strategies."

The UTU demonstrated ingenuity in helping to devise this integrated approach to medical and behavioral health care, concluded the judges.

UTU Associate General Counsel Dan Elliott and Director of Membership Services Jeff Weisbarth served on the subcommittee that implemented the plan innovations.

The 2009 Apex Award specifically recognized

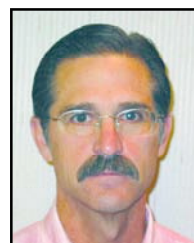
the plans' programs that assist members – in conjunction with UnitedHealthcare, OptumHealth and United Behavioral Health – in maintaining a healthier lifestyle to prevent them from becoming high-risk members in the future, or returning to a high-risk status.

The programs provide what is called an "integrated medical/behavioral care approach to improving overall member wellness."

An independent panel of judges from the health-care industry selects Apex Award winners based on innovative approaches to a specific health-care challenge.



Elliott



Weisbarth



# FELA: The railroad workers' best friend

A rail worker's best friend on the job often is one who never speaks a word, but is there 24/7.

That friend is the Federal Employers' Liability Act (FELA), which has been protecting rail workers for more than 100 years.

In the hands of UTU Designated Legal Counsel, the FELA is a powerful prod, forcing railroads to improve workplace safety.

As a Supreme Court justice said, "The FELA was designed to put on the railroad industry some of the costs of the legs, arms, eyes and lives which it consumed in its operation."

The FELA gives railroad employees the right to recover damages from their employers for injuries occurring at work.



## International President's Column

By Mike Futhey, International President

Railroads have long sought repeal of the FELA, but Congress remains unwilling, owing in large part to the strength of the UTU PAC.

The carriers also have included in their Section 6 notices a demand that we negotiate an end to the FELA.

Not on this administration's watch!

The carriers assert that by going

to a federal/state workers' compensation system, injured rail workers would somehow receive better and faster medical treatment and be treated more fairly.

Really? According to *The New*

York Times, which recently looked at one of those allegedly "better" systems for handling injured-worker claims, the alternative is a nightmare.

No wonder the U.S. General Accounting Office told Congress that the FELA is an effective law, working as intended.

UTU Designated Legal Counsel are skilled at handling rail employee injury cases because they understand the railroad industry, its safety hazards, and every aspect of the FELA.

Their job is to represent you and

**"Railroads have long sought repeal of the FELA, but Congress remains unwilling, owing in large part to the strength of the UTU PAC."**



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**For the latest news, visit [www.utu.org](http://www.utu.org) regularly; also, sign up on the UTU Web site to receive news alerts via e-mail.**

Said the newspaper: "They come to [the worker's compensation board] seeking authorization for medical treatment and replacement wages – in short, a quick and fair resolution from a system set up to replace fractious court fights between employers and employees.

"What they find instead is a sub-basement of the legal world, a state-run bureaucracy...[where] claims

they answer to the UTU.

When a worker is injured, the railroad's goal is to protect its rights.

The injured worker's rights are protected by UTU Designated Legal Counsel, who know how to stand up to the railroad.

A listing of UTU Designated Legal Counsel can be found at [www.utu.org](http://www.utu.org) (click on "Designated Legal Counsel" in the blue tile box on the left-hand side of the home page).

A listing also may be obtained from local officers or general chairpersons.

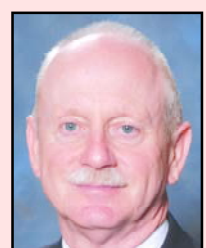
# We spend your hard-earned dollars carefully

Nobody spends someone else's dollars as carefully as we spend our own.

The UTU International leadership is especially sensitive to the fact that members entrust us with their own hard-earned dollars, and every member rightfully expects their union to gain the most value for their dues money. We do not take this obligation lightly.

Since taking office in January 2008, we have instituted new cost controls and conservative investment policies that, even in the face of significant furloughs by rail carriers and problems in financial markets, have made the UTU more efficient and financially secure.

The International's General Fund, as detailed in the most recent GS&T report, has grown since the Futhey administration took office



## Officers' Column

By General Secretary and Treasurer  
Kim Thompson

Separately, our strike fund has grown by 45 percent, to \$2.7 million, and our convention fund is on track to have the necessary \$7 million minimum on hand to pay traditional and contemplated costs of the eleventh quadrennial convention in 2011.

Total International funds have grown from \$7.5 million, when we took office in January 2008, to more than \$13 million, which is an increase of more than 70 percent.

Travel expenses have been reduced by combining International officer assignments and assigning

**"Our International finances have withstood the effects of this recession and associated financial calamities far better than most organizations."**

officers geographically closer to the committees they are assisting. Every travel expense is checked to ensure it is necessary and proper.

Our International funds are invested conservatively so they are available when needed without undue risk of principal.

Our investment advisers are paid directly for sound financial advice and do not profit by moving our money from one investment alternative to another, or as a percentage of short-term investment gains. As a result, our International finances have withstood the effects of this recession and associated financial calamities far better than most organizations.

The UTUIA, meanwhile, earned more than \$300,000 from operations during the first quarter of 2009. The UTUIA remains strong, with more than \$23 million in surplus, as recently validated through an annual audit.

As for the DIPP, premiums exceeded claims for the first quarter 2009, which boosted the fund's balance. We continue monitoring this fund, as claims are tied directly to the level of carrier discipline.

We have met – and continue to meet – with carrier officers to discuss what we consider to be arbitrary discipline that unjustifiably damages employee morale, impeding our ultimate goal of providing world-class transportation services.

At the local level, we are assisting local treasurers through workshops, individual assistance and the UTU University to better equip them to carry out their duties in managing their local's funds.

The financial state of the UTU is strong and secure, and we intend to keep it that way through careful spending and improved productivity within every department and through every activity of the International.

**"The financial state of the UTU is strong and secure, and we intend to keep it that way."**

almost 18 months ago – from \$2.1 million to \$4 million, which is a 90-percent increase.

The General Fund pays for International operations, including employee wages and benefits, travel tied to assistance provided general and local committees of adjustment, and headquarters rent.

Among cost-cutting actions was the reduction of one full-time administrative officer in the Cleveland headquarters and redistribution of that work to headquarters staff and other International officers. We have gone from 15 full-time International officers to 11, which is more than a 25-percent reduction.



# State Watch

## News from UTU State Legislative Boards

### Georgia



Rep. John Lewis with Jim Finley.

Brother **Jim Finley** of Local 1261, Atlanta, recently attended a labor breakfast with Rep. John Lewis (D) of Georgia's 5th Congressional District.

"Congressman Lewis stated that he was very appreciative of the donation made to his campaign by UTU PAC and spoke very highly of labor and the UTU," Finley said. "The congressman reminded everyone in attendance that he would not be where he is today without the help and assistance of the great labor leaders of the past and present."

Finley works as a locomotive engineer for Norfolk Southern and serves his union brothers and sisters as the assistant state legislative director and as local president, delegate, local chairperson and legislative representative.

### Utah



**Quilt raffle benefits UTU PAC:** The Auxiliary's Salt Lake City Wasatch Lodge 136 is raffling a Rose rag quilt. All proceeds benefit UTU PAC. Tickets are \$2 each or six for \$10. For tickets write: Rose Rag Quilt, 83 Preston St., Kaysville, UT 84037. Make checks payable to "Wasatch Lodge." The quilt will be on display at both regional meetings. Shown above with the quilt are, left to right, State Legislative Director **Jay Seegmiller**; quilt maker **Sheri Stauffer**; Lodge Secretary/Treasurer **Cindy Milbourn** and Auxiliary National Legislative Director **Kathryn Hastings**.

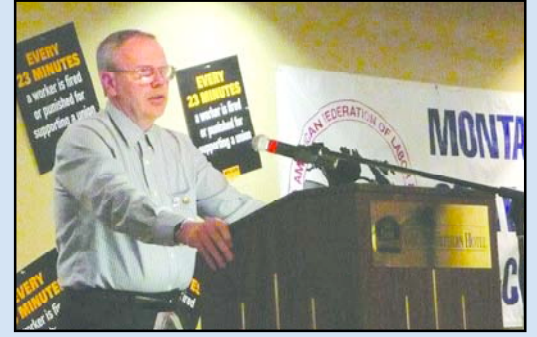
### North Carolina

State Legislative Director **Dickie Westbrook** reports that UTU-crafted and endorsed legislation promoting safe walkways in railroad facilities has been approved by the House Transportation Committee. The legislation mandates a study of the need for safe walkways by the General Assembly.

"Both NS and CSX opposed the legislation, but we were able to get it passed out of the House Transportation Committee because of the many friends we have in the legislature," Westbrook said. "The study will go from now until the next session of the General Assembly. If we can show a need for safe walkways, a bill will be drafted to establish guidelines for the walkways."

"This is a great example of how our UTU PAC money opens doors that lead to positive change in our workplace," Westbrook said.

### Montana



State Legislative Director Fran Marceau addresses delegates at the state's AFL-CIO convention.

State Legislative Director **Fran Marceau** recently addressed delegates at the state's 53rd annual AFL-CIO convention in Helena.

The Montana AFL-CIO has nearly 38,000 members, a 20-percent increase in the past four years, Marceau said.

Jim McGarvey, former president of the American Federation of Teachers, was elected to another term as executive secretary. Marceau was re-elected to the group's executive board.

### United States

All state legislative directors have been supplied with sufficient copies of the "2009 UTU Capital Guide" to distribute to each local legislative representative.



The Capital Guide is a 192-page compendium of facts about our nation's government, including key telephone numbers and Web sites, selected agencies, elected officials and election schedules.

Local legislative representatives should contact their state directors to receive their copies.

### Arizona

State Legislative Director **Scott Olson** reports that the State Legislative Board is supporting the Merge Women in Politics group. "This is a labor-based group of women who work to teach other women about the elective process and help them prepare to run for political office. So far, six graduates of the program have been elected to local offices. Our state legislative board provided scholarships for two women to attend classes."

## Bus Department

By **Vic Baffoni**, vice president/director  
v\_baffoni@utu.org

## Members helping members: That is the UTU way

Local UTU officers sacrifice much of their personal time, without compensation, to assist and serve their memberships, and they deserve recognition for their outstanding commitment.

That is what I intend to do in this month's column.

Two such individuals deserving of recognition for their hard work and dedication are **Lonnie Hookfin**, president of Local 1496, Riverside, Calif., and **David Ojeda**, president of Local 1563, El Monte, Calif.



When the Teamsters initiated a representation drive on our members in Local 1496, who work for Laidlaw Transit in the Riverside area, Lonnie spent hours explaining to his membership the many benefits and advantages of UTU representation and solidarity.

David, a friend of Lonnie's, volunteered to help and came to Riverside and gave to the members of Local 1496 the perspective of another local on how to work together and resolve internal issues.

This willingness and commitment to assist fellow officers and members, to help them identify, improve and advance their mutually beneficial goals for the betterment of all, is very important to labor-union members everywhere, and especially to those working for Laidlaw Transit.

It also forms the foundation of the UTU and its predecessor labor organizations; it is upon this foundation that the UTU has built 40 years of success.

If you are seeking a solution to a problem in your local, or are looking for information and advice on better serving your fellow workers, you always have brothers and sisters ready to assist. Together, nothing can stop us.

## Valley Transit members approve new contract

The members of Local 1670 at Edinburg, Texas, who are employed by the Valley Transit Company, have overwhelmingly approved a new five-year contract that provides wage and mileage-rate increases in each year of the contract, along with a signing bonus, according to UTU Bus Vice President Vic Baffoni.

Valley Transit is a full-service bus company serving south-central Texas and northern Mexico, with intercity, charter, tour and transit operations.

The company has 50 daily schedules, as well as connections to nationwide travel on Greyhound Lines.

Baffoni said all of the employees' work rules and benefits have also been preserved.

"I want to thank Acting General Chairperson **Jorge Zepeda** and Vice General Chairperson **Vladimir Molina** for their outstanding work in bringing this contract negotiation to a conclusion," Baffoni said.

"This contract provides the necessary job security to our members during these difficult economic times."

## First Student bus drivers in San Mateo vote UTU

SAN MATEO, Calif. – Thirty school bus drivers employed by First Student here have voted for UTU representation.

These new members soon will become a local committee of adjustment within existing UTU Local 1741 in San Francisco.

UTU International President Mike Futhey congratulated **Paul Stein**, Local 1741 chairperson, for his efforts in helping to organize these First Student drivers in San Mateo.

UTU's director of organizing, **John Nadalin**, worked closely with Stein in the organizing effort.

Officer elections and training sessions in grievance handling will be held shortly.



# Operation RedBlock saves careers and lives

Workplace safety is crucial to UTU members. Creating a safe workplace, however, is more than making sure equipment is up to standards and proper rules obeyed.

That can all be trumped by a fellow employee who is unfit for duty.

Take the case of a locomotive engineer and his brakeman, who, on Jan. 4, 1987, high on marijuana, caused one of the worst crashes in railroad history. Operating a set of Conrail locomotives, they ran through the Gunpow Interlocking about 18 miles northeast of Baltimore, straight into the path of an Amtrak train running at 108 mph. Fourteen passengers on the Amtrak train were killed, as well as the Amtrak engineer and lounge car attendant.

The engineer served four years in a Maryland prison for his role in the crash.

(In the aftermath, drug and alcohol procedures for train crews were overhauled by the FRA. In 1991, prompted in large part by the Maryland crash, Congress took even broader action and authorized mandatory random drug-testing for all employees in "safety-sensitive" jobs in all industries regulated by the U.S. Department of Transportation.)

If there had been an Operation RedBlock employee-assistance program on this rail property, things might have turned out far differently.

## What exactly is Operation RedBlock?

Operation RedBlock is a labor-operated, management-supported drug- and alcohol-prevention and intervention program that emphasizes awareness, education and prevention of alcohol and drug use through union-led prevention committees. The emphasis is on PREVENTION.

The UTU has been a leader in transportation labor in helping members fight alcoholism. In 1974, under the direction of then-president Al Chesser, the UTU began working to establish rehabilitation programs throughout the railroad and bus industries. These programs encouraged labor/management cooperation in the handling of employee alcoholism. The UTU was one of the first in organized labor to urge that these problems be treated as sicknesses rather than punitively, with the only "cure" being a firing.

RedBlock had its genesis in 1983 on the Union Pacific Railroad by the UTU and the Brotherhood of Locomotive Engineers based on the idea that employees have the right to a drug- and alcohol-free work environment. One of the main tenets is that no employee has to work with someone who is impaired, and that he or she not be concerned about causing that impaired employee to lose his or her job.

Operation RedBlock compliments existing employee assistance programs by making it possible to HELP employees rather than PUNISH them. It also allows an employee to mark off without penalty when impaired instead of going to work. These markoffs are monitored and supported by the union-led prevention committees.

## Rails must live by a higher standard

The program encourages employees to say, "I have looked away and stayed silent long enough. I want to help anyone troubled by drug or alcohol abuse and make my job, and the jobs of my fellow employees, safer."

Railroad employees have a much lower incidence of drug and alcohol use than the general population, according to National Legislative Director James Stem, because of both the requirements of the job and the constant threat of random testing.

"Safety-critical operation employees know they must live by a higher standard than their neighbors," Stem said.

The FRA has long recognized that an effective RedBlock program can improve both safety and culture. For this reason, the FRA includes an evaluation of RedBlock and other peer prevention initiatives in its compliance audits of railroad alcohol and drug programs.

## Components of a successful program

Over the years, the FRA has found that there are five basic components to a good RedBlock program. They are:

- Peer education: volunteers providing basic education, mentoring and support to fellow employees;
- Supportive culture: Operation RedBlock

must be supported by all levels of management and labor, and by individual employees;

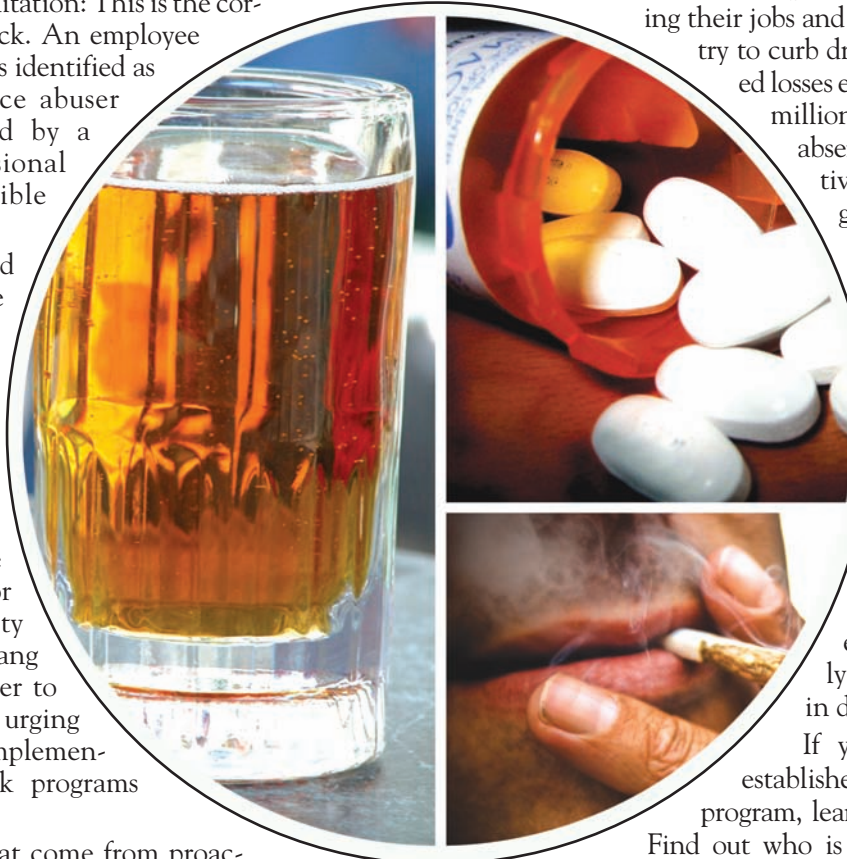
- Availability of mark-offs: This makes the program work. This provides a proven method of addressing alcohol use, where an employee who drinks alcohol before receiving an unexpected call for duty risks being charged with absenteeism if he or she decides to decline the call. (In 2008, CSX data show that RedBlock mark-offs were taken only 1,692 times out of 6.5 million possible work-days. Of that, 1,180 were first-time mark-offs);

- Credible rehabilitation: This is the cornerstone of RedBlock. An employee whom RedBlock has identified as a possible substance abuser must be evaluated by a qualified professional and receive credible rehabilitation.

- Resourcing and feedback: These components are necessary to evaluate the costs of the time, training and support necessary to run an effective program.

FRA Associate Administrator for Safety/Chief Safety Officer Jo Strang recently sent a letter to all Class I carriers urging them to consider implementation of RedBlock programs on their properties.

The successes that come from proactive, collaborative efforts like Operation RedBlock have led the FRA to develop its new Risk Reduction Program, which focuses on reducing risks through identification of accident precursors and development of effective, non-punitive corrective actions. For more information, visit [www.fra.dot.gov/us/content/2029](http://www.fra.dot.gov/us/content/2029).



## UTU makes recommendations for employee assistance programs

Starting in the early 1950s, the North American rail and transit industries have instituted programs aimed at helping people with alcohol and drug problems.

Thousands of employees have benefited, saving their jobs and also helping the industry to curb drinking- and drug-related losses estimated at nearly \$600 million annually through absenteeism, lost productivity, injuries, damages, grievances and many other problems.

Because it costs more to dismiss a problem drinker that it does to rehabilitate him or her, a company profits from a sound employee assistance program. The benefit to the rehabilitated employee and his or her family cannot be measured in dollars.

If your company has an established employee assistance program, learn all you can about it. Find out who is eligible for assistance, where it is provided and by whom. Seek also to add Operation RedBlock to your EAP.

Many of the programs more recently developed have had local joint labor/management participation from the start and there are usually labor members on the joint committee that oversees the program. Find out who these members

are, and invite them to discuss the program with the members of your local union.

If your company does not have an employee assistance program, approach your union representative about starting such a program and ask him or her to form a committee of concern to talk to management about starting an employee assistance program with labor participation.

The UTU International can furnish you with information about alcoholism and provide samples of such things as policy statements, procedures in the operation of programs, costs, etc.

The UTU will also provide consultation to any company and its unions who are interested in establishing both an EAP program and Operation RedBlock.

## EAP Contacts

### CSX Operation RedBlock

#### EAP help line:

(800) 657-3366

Mike Jackson, system coordinator  
(904) 304-6001

[mikeorb@yahoo.com](mailto:mikeorb@yahoo.com)

Ben Kirkland, system coordinator  
(904) 412-8270

[bkijfl@comcast.net](mailto:bkijfl@comcast.net)

### UP Operation RedBlock

#### EAP help line:

(800) 779-1212

Matt Schumacher, system coordinator  
(402) 215-9686

[msschuma@up.com](mailto:msschuma@up.com)

### BNSF Operation Stop

Art Freeman, director of medical support services  
(817) 352-1615

[arthur.freeman@bnsf.com](mailto:arthur.freeman@bnsf.com)

### Amtrak Operation RedBlock

Bobby Bonds, system coordinator

(215) 349-2822

[bonds@amtrak.com](mailto:bonds@amtrak.com)

[www.redblock.com](http://www.redblock.com)

### Norfolk Southern Drug and Alcohol Rehabilitation Services

Jack Scott, manager

(757) 629-2447

(800) 552-2306, ext. 2447

[jscott@nscorp.com](mailto:jscott@nscorp.com)

### CN/IC Employee Assistance Program

(800) 554-6931

### CP/Soo Line Employee Family Assistance Program

(800) 735-0286

### Kansas City Southern

Clayton O'Connor, New Horizons

(800) 624-5544

## Twenty-five years of Operation RedBlock

This year is the 25th anniversary of the establishment of Operation RedBlock on CSX.

**Mike Jackson** is the UTU-designated coordinator for the program on CSX. A member of Local 1374, New Castle, Pa., Jackson has worked for CSX for nine years, and has been the system coordinator for three years. It's a full-time position paid by CSX.

Currently more than 3,000 operating employees throughout CSX have been trained as prevention committee volunteers. Volunteers participate in ongoing self-initiated activities and projects designed to educate co-workers about Operation RedBlock.

"There has been a decrease recently in drug and alcohol violations," Jackson said. "One reason is the railroads are laying off, but the other reason is the guys are getting the RedBlock message and are not coming to work under the influence."

"The CSX availability process and the recent reduction in employees has limited a person's options. You are subject to call at any time once you are rested and you may find your self unprepared to work. When you are first out you have to go, ready or not. If you start missing calls, trouble starts."

Still, the rate of randomly taken positive drug and alcohol tests on the carrier is coming down, Jackson said, "the lowest I can remember."

Drug and alcohol testing has been required by the FRA for railroad industry employees since 1986. The purpose of this program "is to prevent accidents and casualties in railroad operations

that result from impairment of employees by alcohol and/or drugs," according to the agency.

Under the law, covered service personnel (employees, contractors, volunteers) are prohibited from possessing, being impaired by, or working under the influence of a controlled substance while on duty or subject to duty. In addition, covered personnel are also in violation of the law if they are under the influence or impaired by alcohol; have a blood or breath alcohol concentration equivalent to 0.04 percent or greater; or have ingested alcohol within four hours of reporting for duty or after receiving notice to report for covered service (whichever is the lesser period).

If the alcohol confirmation test result is 0.02 percent to 0.039 percent, covered personnel must be removed from covered service until their next regularly scheduled duty tour, but for not less than eight hours. They need not be evaluated by a substance abuse professional, nor are they required to comply with any other FRA requirements before returning to duty. This is considered a credible positive result, but not a violation of the law. The carrier may choose to take addi-

tional administrative action against the employee if it wishes under its own authority.

FRA regulations mandate that 25 percent of the workforce be randomly tested if the rate of positives averages below one percent. If that average climbs above one percent, the rules say that 50 percent of the workforce be tested.

"On CSX, we have been touted as having a high number of self referrals from RedBlock to the EAP, which is good. That tells us that the employees are coming to us for help before they can be charged with a Rule G violation. They trust that we have their best interests in mind," Jackson said.

"If a member gets caught through random testing, and is found to be under the effects of drugs or alcohol, they are in violation of Rule G and they go into the carrier's employee assistance program. Then they are subject to follow-up testing for five years.

"It is always better to get treatment through self referral than Rule G. With self referral, you have a better shot at recovery.

"Every carrier is different, employees are different, and the program on CSX may not be applicable on all other carriers. Your union brothers and sisters at CSX, however, are always ready to talk to those on the other carriers on how to make this work," Jackson said.



Jackson

OPERATION  
**REDBLOCK**  
CELEBRATING 25 YEARS

1984-2009

## Insurance Coverage

Employees of railroads party to the national health and welfare plans may be eligible to receive employee and/or dependent counseling for problems with alcohol or drugs.

Benefits for substance abuse and mental health are provided through a managed-care network administered by United Behavioral Health.

Benefits are outlined in the NRC/UTU Health and Welfare plan and the Railroad Employees' National Health and Welfare plans. Plan-description books can be obtained by calling the insurance providers company that administers your benefits

Benefits may include the services of a licensed and certified counselor; room and board at treatment centers, and transportation services to or from a treatment center.

If you or a dependent are in need of treatment for substance abuse or mental-health issues, you should call United Behavioral Health toll free at (866) 850-6212 to make sure the provider is in-network and to obtain the necessary pre-authorization, if required.



## Symptoms of being a substance abuser

### Alcohol abuse

Anyone can be an alcoholic. He/she can be any age, profession, ethnic group or social class. Symptoms of alcoholism are:

- Lack of control over drinking. An alcoholic may not drink for months or years, but when they do, they have difficulty stopping.

- Excessive alcohol consumption
- Denial of drinking problems
- Tolerance to the effects of alcohol.

An alcoholic person is able to consume a great amount of alcohol before showing any signs of drinking.

- Feeling annoyed when criticized about drinking

- Hiding alcohol in unlikely places
- Drinking first thing in the morning to avoid hangover

- Aggressive behavior while drinking
- Driving under the influence

- Solitary drinking
- Unexplained mood swings

- Losing interest in social activities
- May experience paranoia, unnatural fears or contemplate suicide

- Neglect of physical appearance
- Impaired memory, forgetting what happened during drinking episodes

- Depression
- Difficulty thinking clearly, confusion

- Irritability
- Eating disorders, poor diet

- Sleeping disorders
- Abdominal pain, nausea, vomiting

- Redness and enlarged capillaries in the face (red eyes, puffy face)
- Weakness and numbness in the arms or legs

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### Drug abuse

Drug abuse affects the brain and body directly. While high, the drug affects the entire body, from blood pressure to heart rate. Stimulants like cocaine and methamphetamine "amp up" the body, increasing blood pressure, metabolism and reducing the ability to sleep. Drugs like opiates and barbiturates slow down the body, reducing blood pressure, breathing and alertness, sometimes to dangerous levels. Some physical signs of abuse and addiction include:

- Cycles of increased energy, restlessness, and inability to sleep (often seen in stimulants)

- Abnormally slow movements, speech or reaction time, confusion and disorientation (often seen in opiates, benzodiazepines and barbiturates)

- Sudden weight loss or weight gain
- Cycles of excessive sleep

- Unexpected changes in clothing, shirts, to hide scarring at injection sites

- Suspected drug paraphernalia such as unexplained pipes, roach clips or syringes

- For snorted drugs, chronic troubles with sinusitis or nosebleeds

- For smoked drugs, a persistent cough or bronchitis, leading to coughing up excessive mucus or blood

- Progressive severe dental problems (especially with methamphetamine)

## For more information:

Visit [www.redblock.com](http://www.redblock.com)  
or [www.operationredblock.net](http://www.operationredblock.net)



UTU Alumni

UTU Alumni Association


News, information for members of the UTU Alumni Association

### Deadline nears for UTU cruise

More than 40 UTU Alumni Association members have signed up for the relaxing cruise along the eastern coast of New England and Canada offered by the UTU.

Those interested in going should act quickly; deadline for payments is July 31.

Offered through Landfall American Express Travel, the Alumni Association's preferred travel provider, this cruise will take place Sept. 26 to Oct. 3 aboard the Princess Cruise Lines' *Caribbean Princess*.



Participants will enjoy a leisurely seven-day sail from New York up the coast and back, stopping at Newport, R.I.; Boston; Bar Harbor, Maine; St. John, New Brunswick, and Halifax, Nova Scotia.

Rates start at \$400 per person (double occupancy) plus \$295 in taxes and government fees; rates are subject to change, and restrictions apply.

For a complete itinerary and more information, call Landfall American Express Travel toll free at (800) 835-9233; e-mail [travel@landfalltravel.com](mailto:travel@landfalltravel.com) or log onto [www.landfalltravel.com](http://www.landfalltravel.com). Landfall can also arrange airfares.

This cruise is open to members of the UTU Alumni Association; other UTU members, however, are welcome to join them.

## Former Lehigh GC Reilly passes

James M. Reilly Jr., former general chairperson of the Lehigh Valley Railroad and assistant general chairperson for Conrail North, has passed away. He was 93.

Reilly, a member of Local 498, Allentown, Pa., worked for the Lehigh Valley (then Conrail North GO 651) for 40 years, retiring in 1980.

He served with the Navy on the submarine USS Atule 403 in the Pacific Theatre during World War II.

He was a member of the Lehigh Valley Railroad Veterans' Association.

Reilly also loved collecting steins and was a charter member of the Budweiser Stein Club and a life member of the Order of Fleas and Liberty Hose Company.

## Retiree Gray named 2009 railroad person of the year

UTU Alumni Association member Don Gray of Local 1709, Pontiac, Mich., has been selected as the 2009 Railroad Person of the Year, in conjunction with Durand (Mich.) Railroad Days.

Gray was hired by Grand Trunk Western Railroad in 1950. During his employment, he worked on the main line as a switchman and as a yard and road conductor. He was employed by the railroad for more than 41 years before retiring in 1990. While with the railroad, Don saw the transition from steam to diesel.

He was the secretary and treasurer for the Brotherhood of Railroad Trainmen (a UTU predecessor) for more than 20 years.

Gray is a long-time volunteer for the Huckleberry Railroad and for the Durand Union Station, where he is a board member. He is also a board member of the Michigan Historical Train Museum. Don is active in the Red Cross, the Alzheimer Association, Holy Rosary Catholic Church, the Model A Script Region Club and is a lieutenant commander in the Civil Air Patrol.



Alumni Association member Don Gray at the Durand, Mich., Union Station.

Gray was nominated by his three daughters "who feel he possesses all the right qualities for railroad person of the year. He has one grandson, one granddaughter and one great-granddaughter who are very proud to have their father, grandfather and great-grandfather named railroad person of the year for 2009."

## Two members celebrate 100th birthdays

Two UTU members – Clarence B. Anderson and Frank G. Brown – have been recognized for being centenarians.

Anderson is a retired member of Local 1554, Ogden, Utah. He was last employed by the Ogden Union & Railway Depot Company as a switchman-brakeman. He retired in 1974.

Brown is a retired member of Local 1571, El Paso, Texas. He retired in 1974 as a conductor for

the Atchison, Topeka & Santa Fe Railway, now part of the BNSF Railway.

The Railroad Retirement Board sent congratulatory letters to both UTU members.

Over the last four decades, the number of people reaching 100 years of age has increased almost tenfold, so that now one in 50 women and one in 200 men reach that age, according to the Social Security Administration.

### RRB says trust fund is solvent

Responding to questions about the financial health of the Railroad Retirement and railroad unemployment trust funds, the labor member of the Railroad Retirement Board on May 4 issued an assurance that "we see no immediate cause for concern, even with the economic conditions our country now faces."

Labor member Butch Speakman said a more complete statement would be issued along with the chief actuary's annual valuation of the trust fund in June.

As for unemployment and sickness benefits paid to rail workers, Speakman said the law provides "necessary safeguards that will ensure the integrity of the benefit," even under adverse economic conditions.

For example, Congress recently appropriated \$20 million to extend payment of railroad unemployment benefits.

THE FINAL CALL

Following are the names of recently deceased members who maintained annual membership in the UTU Alumni Association (formerly known as the UTU for Life Program), 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.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
6	Winters, Charles W.	Plainfield, Ind.	601	Knight, Charles R.	Bellefontaine, Ohio	1074	Cumpston, Charles H.	Bethel Park, Pa.
30	Chapman, Dale	Deltona, Fla.	620	LeClere, Paul	Brookfield, Ill.	1074	McLellan, Robert H.	Middleburg, Fla.
48	Payne, Titus R.	Norfolk, Va.	655	Prichard, Roy E.	Blue Ridge, Va.	1075	Finrock, Martin L.	Springfield, Ohio
168	Mikrut, Norbert E.	Chicago, Ill.	656	Powers, John P.	N. Little Rock, Ark.	1137	Hoemberg, Frederick W.	Staples, Minn.
202	Lamirato, George A.	Arvada, Colo.	722	Harris, Roland P.	Long Beach, N.Y.	1202	Sustek, Stephen R.	Fort Wayne, Ind.
303	Borders, Rogers A.	Springfield, Mo.	771	Lott, George E.	Needles, Calif.	1366	Payne Jr., Ascel L.	Brigham City, Utah
339	Carruth, Charles F.	Haleyville, Ala.	771	More, Thomas	Needles, Calif.	1388	Kalos, Peter D.	St. Louis, Mo.
363	Smith, Carl R.	Roanoke, Va.	838	Pursley, John L.	Renovo, Pa.	1390	Vollmer, Anthony D.	Beverly Hills, Fla.
419	Wall Jr., Charles F.	Collingswood, N.J.	886	MacGillis, John D.	Kaukauna, Wisc.	1403	Thurman, Jack F.	St. Joseph, Mo.
426	Herrington, P.W.	Spokane, Wash.	898	Reagan, Walter F.	Jaffrey, N.H.	1409	Duncan, James A.	Kansas City, Kan.
454	Harmon, Earl M.	Baltimore, Md.	904	Campbell, Doyle E.	Evansville, Ind.	1409	Tucker, F.B.	Basehor, Kan.
462	Pierce, Charles A.	Pine Bluff, Ark.	933	Bryan, Alfred L.	Eldon, Mo.	1477	Aldrich, Robert H.	Livonia, Mich.
490	Jett, James W.	Owensville, Ind.	945	Bunting, Lloyd E.	LaJunta, Colo.	1505	Henton, Earl D.	Moses Lake, Wash.
498	Reilly Jr., James M.	Easton, Pa.	997	Holloway, James A.	Shermans Dell, Pa.	1524	Britt, Monroe C.	Houston, Texas
506	Diepenbrock, Edwin	McPherson, Kan.	997	Matter, Fred L.	Marysville, Pa.	1526	Weiler, Arthur P.	Michigan City, Ind.
565	Merrell, Wallace E.	Centralia, Ill.	1031	Nieuwstraten Jr., George	Savannah, Ga.	1581	Robinett, Raymond J.	Bakersfield, Calif.
598	Carnathan, Joseph W.	Daphne, Ala.	1066	Reardon Sr., James R.	Belle Chasse, La.			



# UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION

## NOTICE OF PRIVACY POLICY

The reason we collect information about you is to better serve your needs. Having accurate information permits us to provide you with an appropriate range of insurance products.

The non-public personal information that we collect about you varies according to the products, services or benefits you request, and may include:

- Information we receive from you on applications or other forms, such as name, address, Social Security number, assets and income;
- Information about your transactions with us, our affiliates or others, such as name, address, Social Security number, policy coverage, premiums and payment history;
- Information we receive from consumer reporting agencies, such as a credit history.

We may share the above non-public personal information we have about you with the United Transportation Union. Sharing this information assists us in:

- Processing the payment of your insurance premiums;

- Maintaining your insurance policies in force;
- Providing you with better customer service.

We may share the above non-public personal information we have about you with persons or companies that perform services on our behalf and to other financial institutions with which we may have joint marketing agreements.

We may share this non-public personal information with affiliated or non-affiliated third parties as permitted by law. We do not disclose personal medical information about you except as permitted by law or as you may authorize.

We restrict access to non-public personal information about you to those employees who need to know that information in order to provide products or services to you.

We maintain physical, electronic and procedural safeguards to guard your non-public personal information.

This privacy policy applies even if you no longer have any policies or a relationship with us.

6/2009

## UTUIA announces scholarship winners

**District 1:** Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont

**Alex R. Dunn**, son of **Owen P. Dunn**, Local 385, Croton-on-Hudson, N.Y.; **Alexander W. Grant**, son of **Brian W. Grant** of Local 645, Babylon, N.Y.; **Kristin A. Smith**, daughter of **Richard Smith** of Local 722, Babylon, N.Y.; **James R. Niemczyk**, grandson of **Stephen J. Godek** of Local 645, Babylon, N.Y.

**District 2:** Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania

**Melinda Darnell**, granddaughter of **Richard J. Lyons** of Local 386, Reading, Pa.; **Devina Spivey**, daughter of **Sherman L. Spivey** of Local 1470, Edmonston, Md.; **Manya C. Caralle**, granddaughter of **Louis F. Caralle** of Local 610, Baltimore, Md.; **Michael A. Nadolny**, son of **Kenneth Nadolny** of Local 1413, Jersey City, N.J.; **Zachary R. Chaffin**, grandson of **Robert A. Chaffin** of Local 1374, New Castle, Pa.

**District 3:** Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia

**Scott A. Haizlip**, son of **Gary W. Haizlip** of Local 971, Crewe, Va.; **Nicolas J. C. Wilson**, son of **James A. Wilson** of Local 1315, Covington, Ky.; **Brent R. Gallahan**, grandson of **Charles J. Brammer** of Local 924, Richmond, Va.; **Elizabeth L. Doyle**, daughter of **William J. Doyle** of Local 1312, Pensacola, Fla.; **Justin M. King**, son of **Edward D. King** of Local 750, Knoxville, Tenn.; **Robert T. Taylor**, son of **Robert Taylor Jr.** of Local 1035, Lakeland, Fla.; **Katie L. Hall**, daughter of **James R. Hall** of Local 1887, Fairfield, Ala.; **Brittany L. Southern**, daughter of **Clyde S. Southern** of Local 772, Sheffield, Ala.; **Matthew R. Robinson**, grandson of **Verlin R. Reed** of Local 662, Richmond, Va.; **Lindsey L. Dickenson**, daughter of **Eddie W. Dickenson** of Local 1162, Erwin, Tenn.

**District 4:** Indiana, Michigan, Ohio

**Laura N. Husar**, granddaughter of **John A. Davis** of Local 2, Toledo, Ohio; **Ashley N. Styles**, daughter of **Herman D. Styles** of Local 792, Cleveland, Ohio; **Nicole M. Harrison**, granddaughter of **Edward Kiesel** of Local 927, Detroit, Mich.; **Elizabeth A. Witkowski**, granddaughter of **Wesley L. Phelps** of Local 904, Evansville, Ind.; **Kyle Fancher**, granddaughter of **Lyle V. Jones** of Local 14, Cincinnati, Ohio.

**District 5:** Illinois, Wisconsin

**Taylor J. Dewitz**, son of **Eric J. Dewitz** of Local 1293, Altoona, Wis.; **Blake W. Riffel**, son of **Thomas J. Riffel** of Local 445, Niota, Ill.; **Sharon L. Bauch**, daughter of **Ronald H. Bauch** of Local 322, Milwaukee, Wis.; **Sarah A. Michal**, granddaughter of **Donald R. Phelps** of Local 1494, Chicago, Ill.

**District 6:** Arkansas, Louisiana, Oklahoma, Texas

**Pamela R. Persons**, daughter of **Curtis G. Persons** of Local 1092, Teague, Texas; **Lauren A. Gattis**, daughter of **Larry K. Gattis** of Local 656, North Little Rock, Ark.; **Asia I. Singer**, daughter of **Joseph A. Singer** of Local 293, Houston, Texas; **Lauren E. Francis**, granddaughter of **Michael E. Semlinger** of Local 489, San Antonio, Texas; **Grant D. Sorrell**, stepson of **David J. Kellum** of Local 1892, Houston, Texas.

**District 7:** Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota

**Ethan D. Kristek**, son of **David W. Kristek** of Local 303, Springfield, Mo.; **Tyler D. Behm**, son of **Tim J. Behm** of Local 1975, Kansas City, Mo.; **Haley N. Waller**, daughter of **Duane R. Waller** of Local 525, Grand Forks, N.D.; **Ashley B. Grunder**, daughter of **Robert C. Grunder** of Local 305, Lincoln, Neb.; **Raeann M. Hines**, granddaughter of **Irvin D. Hines** of Local 794, Wellington, Kan.; **Kegan M. Casey**, son of **Richard A. Casey** of Local 367, Omaha, Neb.; **Katie J. Meeker**, daughter of **Morris G. Meeker** of Local 794, Wellington, Kan.

**District 8:** Arizona, California, Colorado, Nevada, New Mexico, Utah

**Alexandria F. Finley**, daughter of **Scott A. Finley** of Local 113, Winslow, Ariz.; **Christina Johansen**, daughter of **J.J. Johansen** of Local 239, Oakland, Calif.; **Lauren A. Montes**, daughter of **Ricardo L. Montes** of Local 1607, Los Angeles, Calif.; **Logan K. Ensign**, grandson of **George P. Blazin** of Local 239, Oakland, Calif.; **Susan A. Shelley**, daughter of **Michael P. Shelley** of Local 1168, Clovis, N. M.; **Phillip D. Bay**, son of **Glenn E. Bay** of Local 1081, Glendale, Ariz.; **Erika L. Howard**, daughter of **David G. Howard** of Local 1366, Salt Lake City, Utah.

**District 9:** Alaska, Idaho, Montana, Oregon, Washington, Wyoming

**Zack R. Maxwell**, son of **Allan R. Maxwell** of Local 426, Spokane, Wash.; **Holly K. Groves**, daughter of **Danny R. Groves** of Local 891, Whitefish, Mont.; **Stefanie M. Stephens**, daughter of **James A. Stephens** of Local 446, Cheyenne, Wyo.



## THE UTU INTERNATIONAL STAFF: HERE TO SERVE YOU

### JANE McDONALD

Jane McDonald is the payroll administrator for the UTU and UTUIA. She started in 1994 as a clerk in the Accounting Department and has also worked in the Actuarial Department. "I process the bi-weekly payroll for all full-time UTU International, UTUIA, general committee and legislative board employees," she said, "which is about 240 individuals. I also administer the accounting for the UTU PAC and DIPP. I also help general committees and boards with questions about payrolls and other issues. Everybody is always happy to see me come around every other week."



### ERIN McKEEVER

Erin McKeever is a sales and underwriting assistant for the UTUIA. She started in 2007 as a sales and marketing representative. "I assist the UTUIA field supervisors, answering their questions regarding UTUIA products and providing sales leads. I process insurance applications to make sure they contain all the pertinent information. I also assist UTUIA's underwriters in obtaining medical and other records to help determine if applicants qualify for insurance. I also answer the UTUIA's toll-free number and either answer the caller's question or direct him or her to someone who can. It all makes for an interesting day."



### JOYCE KIGHT

Joyce Kight is the senior accounting representative in the Accounting Department. She started with the UTU in 1978 in the Accounting Department and has also worked in the Billing Audit Department. "I am involved in the UTU/UTUIA monthly closing. I process the UTU monthly billings, and UTUIA direct-billing payments. I handle billings for new insurance, loan payments, non-sufficient fund notices and benefits held in trust. I balance tax funds, annuity funds and more. I guess you could say I like working with figures; every day is a new challenge."





## RRB explains extension of jobless benefits

Members laid off from railroad carriers and who have exhausted – or nearly exhausted – their railroad unemployment benefits are concerned as to when the extended benefits enacted into law by Congress will begin to be paid.

The short answer, says the Railroad Retirement Board, is no later than June 30.

The reason for the delay, according to the board, is that while Congress authorized the extended unemployment benefits for rail workers and appropriated the funds, the process for making the payments is different than making so-called normal unemployment benefits.

Specifically, while so-called normal railroad unemployment benefits under the Railroad Unemployment Insurance Act are funded solely by the carriers through payroll taxes, the extended benefits are funded solely through a special \$20-million appropriation contained in the American Recovery and Reinvestment Act.

Before it can pay the extended benefits, the RRB says it must first “develop, test and imple-

ment totally different processing and accounting systems,” and that the effort is “an agency priority.”

In fact, the RRB sent letters on April 24 to potentially eligible railroaders explaining extended unemployment benefits eligibility, and providing an explanation as to the delay in making the payments.

The most current information is available at the RRB Web site, in the form of questions and answers about extended railroad unemployment benefits. Those questions and answers may be viewed at the following Web address: [www.rrb.gov/recovery/faq\\_ext\\_ruia.asp](http://www.rrb.gov/recovery/faq_ext_ruia.asp).

## Motorcycle ride at N.O. regional meeting

The Fourth Annual Scott Belden Memorial Motorcycle Ride, to benefit the UTU PAC, will take place Sunday, Aug. 16, before the start of the New Orleans regional meeting.

The ride will begin at 8:00 a.m. from the host hotel, the Sheraton New Orleans.

Participants will ride up the Mississippi River through Antebellum country with a lunch stop mid-day, returning in ample time for the welcome reception Sunday evening.

Please contact Louisiana State Legislative Director **Gary Devall** at (225) 235-7101 (e-mail: [utulegis@bellsouth.net](mailto:utulegis@bellsouth.net)) or CN/IC Associate General Chairperson **Butch St. John** at (901) 237-0419 (e-mail: [williamst.john@earthlink.net](mailto:williamst.john@earthlink.net)) to register.

There is a \$50 registration fee per driver and \$25 fee per rider; each registrant will receive a commemorative, limited-edition T-shirt. Fees will be collected on-site.

Motorcycles can be rented from Crescent City Rentals, 6015 Airline Dr., Metairie, LA 70003; (504) 609-7849; [www.crescentharleyrentals.com](http://www.crescentharleyrentals.com). Mention the UTU when renting.

Rental motorcycles can be picked up Saturday, Aug. 15, at 3 p.m., and returned Sunday, Aug. 16, by 3 p.m., with only a one-day charge applying.

Note the dealer will not provide rentals on Sunday, Aug. 16, and will only be open beginning at 3 p.m. Sunday for return of the rentals. Rentals must be picked up on Saturday.

The Sheraton New Orleans has secured parking for the storage of all motorcycles.



General Secretary and Treasurer Kim Thompson takes part in the Scott Belden Memorial Motorcycle Ride at the Nashville regional meeting last year.

### Breaking news as it happens: Register for **UTU News** alerts

Information is power and your UTU is trying to give you as much information as it can, as soon as possible. We want important UTU news to reach you fast, so we have created a special e-mail list so that UTU members may voluntarily sign up to receive e-mail on important UTU events.



Register for e-mail alerts by visiting [www.utu.org](http://www.utu.org) and clicking on the “E-mail Alerts” tile on the UTU home page. Be sure to double check the information for accuracy before sending your e-mail registration.

## One-person crews

*Continued from page 1*

Pointing to a 2006 FRA report entitled, “Safety of Remote Control Operations,” the petition for the emergency order says, “We believe FRA cooked the books here. Most of FRA’s erroneous figures resulted from the formulas used for calculating the statistics. For example, by using the number of hours worked instead of FRA’s use of yard switching miles for determining the data, the accident rate was 2.3 times higher for RCOs.”

An emergency order prohibiting the use of one-person operating crews, including remote control operations, would take effect immediately upon issuance by the FRA.

## UTU offers valuable hazmat training

UTU members who work around hazardous materials are encouraged to attend an all-day workshop prior to the San Francisco regional meeting to learn more about working safely with dangerous substances.

Trainers certified by the National Labor College – North Carolina State Legislative Director **Dickie Westbrook**, CSX Vice General Chairperson **Vyonne Hayes** and CSX District Safety Chairperson and UTU Organizer **Billy Moya** – will conduct the training.

They will be assisted by North Carolina Assistant State Legislative Director **Glenn Lamm** and Local 762 (Montgomery, Ala.) President **Dale Barnett Jr.**, both regional peer trainers from the National Labor College’s hazmat program.

“UTU members will learn more in this workshop than the railroad will teach them in their entire career,” Westbrook said. “We will condense almost everything from a five-day hazmat course into an eight-hour course.”

Attendees will learn to use the federally mandated emergency response guide; how to respond when dangerous chemicals are present; how to identify hazmat-carrying rail cars; the most effective way to react to leaks and spills; how chemicals affect the human body; FRA rules and jurisdiction versus OSHA rules and jurisdiction, and how to protect themselves and others in the event of a hazmat emergency, Westbrook said.

Training will be held at the regional meeting hotel, the Westin St. Francis, on Sunday, July 5, beginning at 8:30 a.m. Because space is limited, participants must commit to attend the all-day session. A \$25 registration fee covers the cost of program materials.

Checks should be made payable to the “UTU” and should be kept separate from regional meeting registration fees. On-site registration will be held if there is space available.

To enroll, send your name, local number, e-mail address and telephone number, along with payment, to UTU Hazmat Program, 14600 Detroit Ave., Cleveland, OH 44107.



## Meet your UTU Designated Legal Counsel

There is no more dangerous work environment than on the railroads, where injuries too often are severe. The Federal Employers’ Liability Act (FELA) makes railroads accountable for unsafe working conditions. Railroads retain skilled attorneys to protect their interests. You also have access to skilled and experienced attorneys who understand the railroad industry, its

safety hazards, and every aspect of the FELA. They are the UTU Designated Legal Counsel, chosen for their special knowledge and experience. Their job is to represent you. This continuing column introduces you to all of the UTU Designated Legal Counsel. For a complete listing, go to the UTU home page at [www.utu.org](http://www.utu.org) and click on the blue tile, “Designated Legal Counsel.”



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Congratulations to the UTU on 40 years of progress through unity. RCVF is celebrating, too: For more than 40 years we, as all other Designated Legal Counsel, have aggressively represented UTU workers and their families in personal injury claims against the railroads. FELA is your own special compensation law. By hiring UTU Designated Legal Counsel, you get skilled and knowledgeable attorneys who you can trust and who best understand the law.

Many railroad workers believe their right to recover for work-related injuries is governed by workers’ compensation statutes. Not true. Injured railroaders are protected by the FELA, which gives them the right to sue for lost wages; out-of-pocket medical expenses; compensation for pain, suffering and the loss of life’s pleasures, and any scarring or disfigurement. The FELA entitles railroad workers to have their claims decided by a jury.



# Regional meetings offer education, fraternalism

The 2009 UTU/UTUIA regional meetings have been designed to provide a grand sense of fraternalism, lots of worthwhile education and tons of fun for the whole family.

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

**UTU meeting registration and hotel reservations can be made online by visiting [www.utu.org](http://www.utu.org) and clicking on the "Meetings" tile in the blue menu bar at the left-hand side of the UTU homepage.**

All those attending the regional meetings must be registered in order to attend any planned social function. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed on the right.

The pre-registration fee for the 2009 regional meetings is \$150 per member, spouse or child over age 11. Additional fees apply for the golf outings. You must make your own room reservations, and certain deadlines apply.

The \$150 registration fee covers all workshop materials; a welcoming reception the night before the meeting; three lunches and one evening meal. Those wishing to attend only the workshops do not need to pay the registration fee. No one-day registrations are offered.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107, 10 days prior to the scheduled start of the meetings or the registrant will be charged the on-site registration fee of \$200.

You may cancel your regional meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Please fax any changes or cancellations immediately to the UTU International Headquarters at (216) 228-5755.

## SAN FRANCISCO, JULY 6-8

WESTIN ST. FRANCIS  
335 POWELL ST.  
SAN FRANCISCO, CA 94102  
[WWW.WESTINSTFRANCIS.COM](http://WWW.WESTINSTFRANCIS.COM)

**Hotel reservations:** (800) WESTIN1 toll free; (415) 397-7000 direct; (415) 774-0124 fax  
**Reservation code:** "United Transportation Union"  
**Daily room rate:** \$139 single/double, plus tax; rates good for three days before and after the meeting, depending upon availability  
**Reservation deadline:** June 4, or until all rooms being held for the UTU are reserved  
**Parking:** Valet park: \$49 per night (*see other parking options on [www.utu.org](http://www.utu.org)*)  
**Golf outing:** The regional meeting golf outing will be held Sunday, July 5, at the Chuck Corcia Golf Complex in Alameda. The cost is \$80 per golfer, which includes transportation, golf, lunch and more. See [www.utu.org](http://www.utu.org) for details.

## NEW ORLEANS, AUG. 17-19

SHERATON NEW ORLEANS  
500 CANAL ST.  
NEW ORLEANS, LA 70130  
[WWW.SHERATONNEWORLEANS.COM](http://WWW.SHERATONNEWORLEANS.COM)

**Hotel reservations:** (888) 627-7033 toll free; (504) 525-2500 direct; (504) 595-5552 fax  
**Reservation code:** "United Transportation Union"  
**Daily room rate:** \$99 single/double, plus tax. Room rates are good three days before and after the meeting, based upon availability.  
**Reservation deadline:** July 17, or until all rooms being held for UTU are reserved.  
**Parking:** \$30.00 per day  
**Golf outing:** The regional meeting golf outing will be held Sunday, Aug. 16, at the Stonebridge Country Club in Gretna. The cost is \$80 per golfer, which includes transportation, golf, lunch and more. See [www.utu.org](http://www.utu.org) for details.

## DISCOUNT AIRFARES, CAR RENTALS

Continental Airlines and jetBlue Airways are offering discounted airfares to UTU members and others attending the San Francisco and New Orleans regional meetings. See the UTU Web site, [www.utu.org](http://www.utu.org), for details.

The UTU also has arranged with Avis Rent-a-Car to offer discounted rates to UTU members attending the 2009 regional meetings. To reserve a car, contact Avis at (800) 331-1600 and use the UTU's Avis Worldwide Discount (AWD) number: **D150699**. Or reserve online at [www.avis.com](http://www.avis.com).

## TWO SPOUSE TOURS SET

The UTU is arranging **two different tours of local attractions** at both regional meetings. The tours will take place the day before, as well as the first day of, each regional meeting. Fees are \$35 per registered spouse, guest or child, or \$60 per unregistered spouse, guest or child. Check out [www.utu.org](http://www.utu.org) for complete details.

# UTU REGIONAL MEETING REGISTRATION FORM

Registering before the regional meetings speeds sign-in procedures, helps organizers plan more accurately, and saves on meeting costs. **Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2 1/2 days and conclude on the afternoon of the third day.** Registration fees are \$150 per person; children 11 years of age and under are complimentary. On-site registration is \$200 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms with payment must be received at the UTU International 10 days prior to the start of the meeting for the member/spouse to be considered pre-registered.

Which regional meeting will you be attending? ☐ San Francisco ☐ New Orleans

Arrival date: \_\_\_\_\_ Departure date: \_\_\_\_\_

Transportation type: ☐ Automobile ☐ Air ☐ Other

### Member registration

Name \_\_\_\_\_ Local \_\_\_\_\_ Title (if any) \_\_\_\_\_

Home address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Phone number ( ) \_\_\_\_\_ Email \_\_\_\_\_

Meals: Day 1 ☐ Lunch ☐ No meal  
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals  
Day 3 ☐ Lunch ☐ No meal

Spouse registration ☐ San Francisco ☐ New Orleans

Spouse name \_\_\_\_\_ Title (if any) \_\_\_\_\_

Meals: Day 1 ☐ Lunch ☐ No meal  
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals  
Day 3 ☐ Lunch ☐ No meal

Spouse/guest tour: ☐ Sunday or ☐ Monday (\$35 per registered spouse; \$60 per unregistered spouse)

Child registration ☐ San Francisco ☐ New Orleans

Child name \_\_\_\_\_ Age \_\_\_\_\_

Meals: Day 1 ☐ Lunch ☐ No meal  
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals  
Day 3 ☐ Lunch ☐ No meal

Child name \_\_\_\_\_ Age \_\_\_\_\_

Meals: Day 1 ☐ Lunch ☐ No meal  
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals  
Day 3 ☐ Lunch ☐ No meal

Child name \_\_\_\_\_ Age \_\_\_\_\_

Meals: Day 1 ☐ Lunch ☐ No meal  
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals  
Day 3 ☐ Lunch ☐ No meal

Child name \_\_\_\_\_ Age \_\_\_\_\_

Meals: Day 1 ☐ Lunch ☐ No meal  
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals  
Day 3 ☐ Lunch ☐ No meal

Tour: ☐ Sunday or ☐ Monday (\$35 per registered child; \$60 per unregistered child) No. attending \_\_\_\_\_

Guest registration ☐ San Francisco ☐ New Orleans

Guest name \_\_\_\_\_ Relationship to member \_\_\_\_\_

Home address \_\_\_\_\_

City/State/ZIP \_\_\_\_\_

Meals: Day 1 ☐ Lunch ☐ No meal  
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals  
Day 3 ☐ Lunch ☐ No meal

Spouse/guest tour: ☐ Sunday or ☐ Monday (\$35 per registered spouse; \$60 per unregistered spouse)

Golf registration ☐ San Francisco ☐ New Orleans

Name \_\_\_\_\_ Handicap \_\_\_\_\_ Name \_\_\_\_\_ Handicap \_\_\_\_\_

Name \_\_\_\_\_ Handicap \_\_\_\_\_ Name \_\_\_\_\_ Handicap \_\_\_\_\_  
(Golf fees are \$80 per golfer; include in total payment. Please provide names of others if foursome.)

### Payment options

Check/money order enclosed (U.S. funds only) \$ \_\_\_\_\_

Credit card ☐ VISA ☐ MasterCard

Card number \_\_\_\_\_ Exp. date \_\_\_\_\_ Total charged \$ \_\_\_\_\_

Signature \_\_\_\_\_

Should additional space be needed, make copies of this form and attach to the original. This form and payment of \$150 per person over the age of 11, plus golf registration fees of \$80 per golfer (if applicable) and spouse/guest tour fees (if applicable), must be received at the UTU International Headquarters, 14600 Detroit Ave., Cleveland, OH 44107-4250, 10 days prior to the regional meeting for the member/spouse to be considered pre-registered. Make checks or money orders payable in U.S. funds to "UTU Regional Meeting." Those who do not pre-register for the regional meeting but choose to register at the meeting site will be charged a \$50 penalty fee.



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## This month's winning photo:

The UTU Public Relations Department awards UTU gear to the union member who submits the best photograph during the previous months.

The winning photo will be published in the *UTU News*. Exceptional photographs will be included on the UTU Web site.

The UTU would like to see photographs or digital photographs of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local, or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to UTU News, 14600 Detroit Ave., Cleveland, OH 44107.

High-resolution digital photographs should be in the JPEG format and e-mailed to "utunews@utu.org".

With each photograph, please include your name and UTU local number, the names of the persons in the photo (left to right), where the photo was taken, and all other pertinent information.

All photographs submitted become property of the UTU.

Remember to review your employer's policies regarding use of cameras on the property or during work hours.



This month's winning photograph was taken by **Lisa Allmon**, a member of Local 303 in Springfield, Mo. This photo was taken on the BNSF's Thayer North Subdivision, which runs between Springfield, Mo., and Birmingham, Ala., Allmon said.



The Official Publication of the United Transportation Union

## History and honors for UTU in Oneonta

ONEONTA, N.Y. – The City of Oneonta, N.Y., where a UTU predecessor union was born, proclaimed Thursday, May 21, as United Transportation Union Day.

The proclamation kicked off a city effort to refurbish a public park where the caboose, in which the Brotherhood of Railroad Brakemen was formed in June 1883, is on display.

The Brotherhood of Railroad Brakemen became the Brotherhood of Railroad Trainmen (BRT) in 1889 to recognize its expansion to other crafts, and was among the four founding organizations of the UTU in 1969. The BRT began organizing bus employees in 1933.

Eight brakemen employed by the Delaware & Hudson Railway (now part of Canadian Pacific) crowded into D&H Caboose No. 10 almost 126 years ago to change labor history in America.

The historic caboose, almost entirely intact, including original black leather benches, wood frame and flooring, stove, and iron link-in-pin couplers, remains bright red with its original markings, and sits enclosed in a protective glass shed in the park.

Neahwa Park in Oneonta also contains a National

Veterans Monument, honoring, by name, BRT members who gave their lives during World War I and World War II in defense of our nation and our way of life.

Also recognized in the city's proclamation is UTU International President Mike Futhey, who is cited for providing planning assistance and research to ensure the historical accuracy of the project.

Futhey told Oneonta Mayor John Nader that the project's timing is especially significant as it is occurring in the 40th anniversary year of creation of the UTU.

When the Brotherhood of Railroad Brakemen was formed in 1883, rail workers earned a little more than \$1 a day working one of the most dangerous jobs in America.

An estimated 70 percent of all train crews could expect injury within five years. Realizing that passing the hat whenever a co-worker died or suffered a career-ending injury was ineffective, rail workers formed a brotherhood whose initial purpose was to assist each other.

From such a seed, America's labor movement, as we know it today, grew.



## Inside this issue of the *UTU News*:



BNSF Railway members get the straight answers. See page 2.



Obama has a labor-friendly transportation team. See page 3.



The Auxiliary is working to boost the UTU PAC. See page 5.



Operation RedBlock is saving lives and careers. See pages 6 & 7.