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# UTU News

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The Official Publication of the United Transportation Union

## Futhey elected an AFL-CIO vice president

UTU International President Mike Futhey has been elected to the AFL-CIO Executive Council, which directs federation policies affecting the interests of working families. Futhey also was elected an AFL-CIO vice president, and will carry that title while continuing as UTU International president.

The AFL-CIO is comprised of 51 national and international labor unions representing some 11.5 million workers.

Futhey joins the new AFL-CIO leadership, which is now headed by former United Mine Workers President Richard Trumka, who succeeds John Sweeney. Sweeney, who retired as the AFL-CIO's chief executive officer, served as AFL-CIO president for 14 years. Trumka, nominated by Sweeney, was elevated from his post of secretary/treasurer.

Upon taking office, Trumka issued a tough warning that intra-union raiding would not be tolerated.

Trumka also pledged to make the labor movement appeal to a new generation of workers who perceive unions as "only a grainy, faded picture from another time. We need a unionism that makes sense to the next generation – young women and men who either don't have the money to go to college or are almost penniless by the time they come out," Trumka said.

Also elected was Liz Shuler as secretary-treasurer of the AFL-CIO. She formerly was executive assistant to the president of the International Brotherhood of Electrical Workers. Arlene Holt Baker was re-elected as the AFL-CIO executive vice president.

The AFL-CIO also announced that the 265,000-member Unite Here, which represents



The UTU delegation at the recent AFL-CIO convention was, left to right, Executive Assistant to the International President Tim Secord; Bus Department Alternate Vice President Calvin Studivant; International Organizer Billy Moye; General Secretary & Treasurer Kim Thompson; International President Mike Futhey; Bus Department Alternate Vice President Bonnie Morr and Assistant President Arty Martin. Not pictured are National Legislative Director James Stem and Pennsylvania State Legislative Director Don Dunlevy.

hotel, restaurant and clothing industry workers, has rejoined the federation four years after departing in a dispute over the direction of the AFL-CIO.

A highlight of the AFL-CIO convention was the appearance of President Barack Obama, who said that "one of the fundamental reasons I ran

for president was to stand up for hardworking families; to ease the struggles, lift the hopes, and make possible the dreams of middle class Americans."

Obama emphasized that strong unions are required to build a strong economy and assure a strong middle class in America.

### Lynx pilots choose UTU

Pilots at Denver-based regional airline Lynx Aviation have voted to be represented by the UTU.

The decision by 125 Lynx pilots to choose the UTU as their collective bargaining agent follows the decision in April by some 300 Great Lakes Aviation pilots and flight attendants for UTU representation.

Lynx, formed in 2006 as a subsidiary of Frontier Airlines Holdings, operates feeder service for Frontier to 15 destinations out of Denver, using 74-seat Bombardier Q400 aircraft. Great Lakes operates 30-seat Embraer Brasilias and 19-seat Raytheon Beach 1900D regional airliners, and serves 65 destinations.

In mid-August, Frontier and Lynx were purchased by Republic Airways Holdings of Indianapolis through a federal bankruptcy auction. Although Republic has yet to announce its operating plan, Republic indicated its intention to continue operating Frontier and Lynx as standalone properties. Republic also operates Midwest Airlines as a subsidiary.

UTU International President Mike Futhey thanked Assistant President Arty Martin and Director of Strategic Planning John Nadalin for their efforts in organizing the Lynx pilot group.

## Study finds Amtrak bridges in poor shape

PHILADELPHIA – Nearly half of the bridges that carry Amtrak trains in the Philadelphia area have structural elements rated "poor" or worse, according to Amtrak's bridge-inspection reports, according to the *Philadelphia Inquirer*.

The inspections show that 143 bridges – more than 47 percent – received "poor" or lower marks for such defects as deteriorated metal plates or decaying stone walls.

Some have eroded support piers, others badly worn girder elements and missing rivets. None of the bridges had any "failed" marks.

Amtrak officials claim the bridges are safe for travel. But decades of deferred maintenance mean the aging bridges will require hundreds of millions of dollars to bring them into good repair.

The situation is similar elsewhere in the country, where Amtrak owns about 1,400 bridges, largely in the Northeast. Lacking money to meet all of its repair and maintenance needs, Amtrak has deferred an estimated \$5 billion in capital and infrastructure maintenance spending.

On the Amtrak line between Philadelphia and New York, 60.6 percent of the bridges in South-eastern Pennsylvania have some elements rated



"poor" or worse. On the Philadelphia-to-Harrisburg line, 50.8 percent of the area bridges have "poor" components.

The Philadelphia-to-Washington line had fewer low marks, with 15 percent of the area bridges with "poor" elements.

"In addition to increasing the risk of a major failure on the system, the deteriorated condition of Amtrak's rolling stock and infrastructure may contribute to higher operating costs and reduced reliability of service," the GAO said in a 2006 study, the last review of its kind by the agency.

In response to the report, Sen. Arlen Specter (D-Pa.) has asked Vice President Joe Biden for federal stimulus funds to repair Amtrak bridges in the Philadelphia region.

Specter also wrote to Amtrak President Joseph H. Boardman, asking for a report on how the national passenger railroad intends to address the issue of its deteriorated bridges.

Noting that Amtrak owns about 1,400 bridges nationwide, Specter asked Boardman if "the conditions in the Philadelphia region reflect a national state of disrepair for Amtrak-owned bridges?"



# Around the UTU

## Local 23, Santa Cruz, Calif.

Member **Raymond Mattos**, 47, was killed in a car accident early Sept. 12 while driving to work, Local President **Elizabeth Woodbridge** reported.

## Local 195, Galesburg, Ill.

This BNSF Railway local was represented in Galesburg's 117th annual Labor Day parade by Local Chairperson **Jim Smith**, Legislative Rep. **Mac English** and member **Brian Hutchinson**, retired former Legislative Rep. **Ralph W. "Bud" Linroth** reported. The parade has been held every year since 1892, except the World War II years of 1942 to 1945, Linroth said. In other news, Linroth has produced a book entitled *A History of the CB&Q Illinois Pea Vine – The Galesburg to Savannah Branch*, dedicated to all the men and women who worked the "pea-vine" as employees of the CB&Q, BN and BNSF Railway. For more information about the book, send e-mail to [wcm8@yahoo.com](mailto:wcm8@yahoo.com).

## Local 240, Los Angeles, Calif.

The seventh annual Rail Reunion & Retirement Dinner for railroaders in the L.A. Basin will be held from 3 to 10 p.m. on Nov. 7 at El Rancho Verde Golf Club, 335 E. Country Club Dr. in Rialto, Local Chairperson **Harry Garvin Jr.** reported. The cost is \$35 person, \$65 per couple, or \$40 per person at the door. To make a reservation, call the club at (909) 875-5346 or Garvin at (909) 261-8878. Checks or money orders can be sent to: Harry Garvin Jr. (LA Reunion Dinner), P.O. Box 8396, Alta Loma, CA 91701. "Everyone is welcome to attend from all crafts, active or retired, from the SP, UP, Pacific Electric, former SP/UP on Metrolink or Amtrak," Garvin said.

## Local 911, Minneapolis, Minn.

After 42 years of service, Canadian Pacific conductor **George Jones** "pulled the pin" on Aug. 29, two days following his 60th birthday, State Legislative Director **Phil Qualy** reported. "As a former Milwaukee Road – River Division conductor, they just don't come much better. This brother is one who could 'tell it like it is,'" Qualy said.

## Local 982, Rochester, N.Y.

On Sept. 6, members of this local held their annual Clambake & Family Day Picnic at Syracuse, N.Y., Local Chairperson **David Murphy** reported. "We had great attendance and participation, with games, prizes, good food and friends. The planning committee did a great job in keying this event to attract UTU members of all ages, with their families. It was a great success and planning has already started for next year's event on Labor Day weekend," Murphy said. Among those attending were UTU Designated Counsel **Sam Rosenthal** and **Matt Darby**, UTUIA Field Supervisor **Art Rayner** and organizer **Sam Marino**.



UTU members and their children gather for a drawing of prizes at Local 982's annual Clambake & Family Day Picnic Sept. 6 in Syracuse, N.Y.

## Local 1081, Glendale, Ariz.

Member **Dempsey Lofton Sr.**, the father of an autistic son, is seeking to raise funds to combat the disease by participating in the 2009 Walk Now for Autism on Nov. 1. To make a donation on Lofton's behalf, visit [www.walknow-forautism.org](http://www.walknow-forautism.org). Under the Donate tab at the top of the page, select Support a Walker, then enter Lofton's first and last names. Donations can be made on Lofton's personal page.



Mike Jackson (1374), Matt Schumacher (367) and Ben Kirkland (BLET) represented Operation RedBlock at the UTU's 2009 regional meetings.

## RedBlock: 'Because it's the right thing to do'

**Matt Schumacher** is one of five children. As they became adults, Schumacher's mother told them that she made all of them "too nice."

"We were always the first ones to bring in a stray dog or the injured bird," Schumacher said.

His yearning to lend a helping hand continues to this day and has steered him to his current job as the full-time Operation RedBlock system coordinator for the Union Pacific Railroad.

Operation RedBlock is a labor-operated, management-supported drug- and alcohol-prevention and intervention program. It assists UTU, BLET and TCU employees.

A licensed engineer and a member of Local 646 at Omaha, Neb., Schumacher got involved with RedBlock as a peer support coordinator for the UP's Council Bluffs Service Unit. Today, his duties include contacting coordinators in the field, training local committees throughout the UP system, offering advice, ordering supplies, providing educational materials, and keeping abreast of all federal policy changes and UP program changes.

For the program to remain successful, Schumacher insisted to UP management that the program be operated by the unions. "It's very important that this program is union owned and operated," Schumacher said. "Management counselors were not trusted. That's one request I made right off the bat. It's not a snitch program. We are policing our own people."

At the UTU's 2009 regional meetings, Schumacher lead the Brotherhood Against Alcohol and Drugs (BAAD) workshops and manned the Operation RedBlock exhibit, along with CSX's **Mike Jackson** (1374) and **Ben Kirkland** (BLET). "Going to these conferences is the second most-important thing I do," Schumacher said.

Though his long hair may cause some to wonder, Schumacher has never been through recovery or suffered from an addiction. He joked, "At one conference I attended, one attendee asked another, 'Why does our Operation RedBlock coordinator look like a pothead?'"

Schumacher said part of helping employees with substance abuse problems is to instill the brotherhood of all unions in what he and others are doing. "We're all in this together. They need to know that somebody does care for them and is looking out for them."

Schumacher said, "This job is kind of like being a local chairperson. They do the job they do not because they want a pat on the back. We do what we do because it's the right thing to do."

## Local 1440, Staten Island, N.Y.

Local Secretary & Treasurer **Vincent LaBella** reports that this local will host a holiday/retiree service-recognition dinner at 7 p.m. on Dec. 4 at The Staaten, 697 Forest Ave., on Staten Island. "The purpose of this dinner is to show our appre-

ciation for all of the hard work that is demonstrated by UTU members on the MTA Staten Island Railway," LaBella said. For more information, visit the local's Web site at [1440.utu.org](http://1440.utu.org). In other news, the members of Local 1440 congratulate lead machinist **Fabio Foncesca Sr.**, who retired after 30 years of service.

## Local 1518, Indianapolis, Ind.

Retired member **Ross E. Gillespie** and his wife, **Alberta**, celebrated their 73rd wedding anniversary on Sept. 2, former Secretary & Treasurer **James R. O'Neil** reported. Gillespie, 92, worked for the former New York Central Railroad.

## Local 1545, Monroe, La.

Members of this Union Pacific local congratulate Vice President and Legislative Rep. **Jeff M. Golliher** for 50 years of injury-free service and dedication to his union, Local Secretary & Treasurer **Chris D. Christianson** reports. Golliher hired out on the Missouri Pacific in 1959 and has held various union offices since being elected assistant local chairperson in the 1970s. "He is still actively working as a conductor for Union Pacific Railroad, and if you ask him when he will retire, he will tell you that he is 'not gonna trade a turkey for a jaybird,'" Christianson said.

## Local 1780, Kansas City, Mo.

On Aug. 18, at the UTU regional meeting in New Orleans, UTU International President **Mike Futhey** presented Legislative Rep. **Kent Nelson** with a plaque commemorating his years of service to the Missouri State Legislative Board, State Director **Ken Menges** reported. "Kent puts more value in the work he has done to help his brothers and sisters than in the possessions that others brag about upon retirement," Futhey said during the presentation. Nelson officially retired on Aug. 31.



Auxiliary Lodge 70 member Karmann Nelson, right, looks on as International President Mike Futhey, center, prepares to present her husband, Kent Nelson, with a service plaque.

## Local 1840, Glasgow, Mont.

Local 1840 was represented at the Glasgow Relay for Life on Aug. 7-8, to raise money for cancer research, Local Chairperson **Chuck Garten** reported. "We sold fried bread, baklava, scotcheroos and UTU cookbooks to raise money for the cause. A good time was had by all," Garten said. Cancer survivors participating with the UTU team were UTU Auxiliary Lodge 228 Delegate **Carol Buchheit**, UTU Auxiliary Lodge 228 Past President **Monica Garten**, Addison Jones, and retired members **Richard "Pancho" Damstrom** and **Marvin Barstad**.



Relay for Life team members, from left, are Monica Garten, Local Chairperson Chuck Garten, Richard "Pancho" Damstrom, Marvin Barstad, Carol Buchheit, Lois Damstrom and Paula Hicks at the Glasgow High School track.



# Big Blue Bus wants to become a 'green' giant

SANTA MONICA, Calif. – After nine years of planning, and nearly three years of design and construction, Santa Monica's Big Blue Bus is ready to turn the key on its new state-of-the-art, environmentally significant maintenance facility.

The project came in under budget and on time, and features the latest in sustainable transit maintenance technologies.

The new facility is part of an expansion project that will also include the demolition of the existing maintenance facility and a reorganized, more efficient bus yard. The project was planned so that daily bus operations could be maintained while the project was under construction. The total cost of this phase, including the demolition and new parking area, will be \$60 million.

"This project has exceeded our expectations, both in its environmental and functional design and in its overall execution," said Santa Monica City Manager P. Lamont Ewell.

"While the old facility has served us well for over 40 years, we live in a different world now and need a facility that can maintain our larger and more technologically diverse fleet, which includes many different types and sizes of cleaner burning alternative fueled vehicles," said Stephanie Negriff, director of transit services.

Negriff noted that the project also provides for much needed additional space for bus parking, and longer bays to service the larger articulated buses expected in 2011.

The new facility encompasses 66,000 square feet of workspace and offices along a 450-foot

long structure. It includes 21 service bays, which can handle the maintenance and repair of up to 20 buses a day, and has three extended bays to service the new 60-foot articulated buses and two bays dedicated to maintaining Santa Monica Fire Department vehicles.

In keeping with the Big Blue Bus' and city's commitment to a sustainable environment, the facility will include many eco-friendly and energy efficient features, such as:

- 600 80-kilowatt photovoltaic panels on the roof to help reduce energy costs by up to 15 percent a year.
- Highly reflective concrete paving in the bus yard to keep the facility's microclimate cooler.
- An urban runoff system to filter storm water.
- Reclaimed water for landscape irrigation.
- Recycled content in major constructions materials, including concrete, structural steel, carpeting, gypsum board, finishes and insulation.
- Light colored single-ply roofing to reflect heat away from the building.
- Low/no-VOC off-gassing materials and finishes.
- Energy efficient measures, including minimum energy water heaters and lighting.
- Workspaces designed to utilize natural ventilation so less air conditioning is required.
- Electric vehicle charging stations.

The Los Angeles office of HOK, an internationally recognized leader in sustainable design, served as the facility's architect.

"The City of Santa Monica now has a solid, new

## UTU Local 1785 at Santa Monica

The operators at Santa Monica's Big Blue Bus are members of Local 1785.

There are approximately 300 drivers employed by the agency, about 170 of whom are full-time employees, said General Chairperson **Adhi Reddy**.



Reddy

The agency operates a fleet of 210 buses, 43 percent of which are fueled by liquefied natural gas (LNG), which is 77 percent cleaner burning than diesel-fueled buses. The new facility was constructed to also accommodate 60-foot articulated buses, Reddy said, and he expects the first shipment of 20 or so articulated buses to arrive by the end of 2010.

"Our members are very happy with the new facility and are looking forward to driving the new equipment. They are actually easier to drive than the 40-foot buses we drive now," Reddy said.

He said the UTU membership at Big Blue is a cohesive unit and faces all obstacles with a positive approach.

Since 2001, the members of Local 1785 have held an annual picnic, most recently on July 25 at Westchester Park near the Los Angeles Airport. "The picnic featured a barbecue meal, a DJ and a kids' program. We had a great turnout – a great celebration – and we look to get more members involved in the future," Reddy said.



A coach rests in one of the 21 service bays at Big Blue Bus' new eco-friendly maintenance facility in Santa Monica, Calif.

## UTU caboose the hit of Labor Day parade



This caboose, constructed by UTU members, was the hit of the recent Labor Day parade in downtown Omaha, Neb. Those contributing to its construction included State Legislative Director **Ray Lineweber**; **Dick Casey**, **John Vaughan**, **Joe Brown** and **Jim Brentlinger** (all of Local 367, Omaha); Assistant State Legislative Director **Bob Borgeson**, **Tim Engler** and **Francis Barrett** (all of Local 872, Omaha) and **Bill Price** (Local 646, Council Bluffs, Iowa). UTU Assistant President Arty Martin (far left) marched in the parade with the UTU contingent.

state-of-the-art facility that will serve them well for years to come," said Project Executive David Selna of the Morley Construction Company.

In addition to the new building, larger bus yard and demolition of the old facility, the full expansion project will also include a natural gas fueling station and a recycled-water bus wash, which will be completed in a later phase.

The Big Blue Bus operates a fleet of more than 200 energy-efficient vehicles, transporting more than 80,000 passengers a day across a nearly 52-square mile service area.

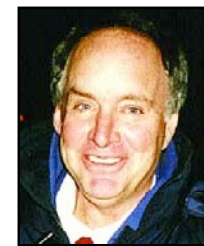
Serving Santa Monica and the Los Angeles area since 1928, the Big Blue Bus has an 86 percent on-time performance record and has won numerous national awards for its customer service, safety and efficiency.

## Member uses CPR to save woman

You never know when training learned at work will come in handy.

Just ask **Brian Tuttle**, a conductor on Amtrak and member of Local 166, Salt Lake City.

Tuttle and other Amtrak crew members were standing in front of a hotel in Grand Junction, Col., recently when a woman collapsed in a nearby vehicle.



Tuttle

"The woman's husband pulled her out of the vehicle and called out for help," Utah State Legislative Director **Jay Seegmiller** reports. "That is when Tuttle took control of the situation and sprang into action, using CPR training he had received at Amtrak."

"While Brian and the husband started CPR on the unconscious woman who was not breathing, Assistant Conductor **Cheryl Porch** called 911."

(Porch also is a member and vice local chairperson of Local 166.)

"The woman eventually regained consciousness prior to departing with the paramedics," Seegmiller said. "The paramedics stated that, had it not been for the quick reactions of Mr. Tuttle, they might have lost the woman."

Seegmiller commended Tuttle, who is a 32-year member, and Porch for their quick thinking and decisive actions.



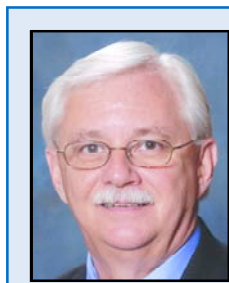
# AFL-CIO and UTU: A powerful alliance

The AFL-CIO convention that elected new leadership and placed the UTU on its ruling Executive Council is the beginning of a powerful cooperative atmosphere that will be good for organized labor and, in particular, for the UTU membership.

Two comments of newly elected AFL-CIO President Rich Trumka are especially inspiring.

In his acceptance speech, Rich issued a tough warning that intra-union raiding would not be tolerated, and that raiding by organizations outside the AFL-CIO would be met with a forceful response by the 51 AFL-CIO labor organizations that represent almost 12 million working families.

Rich also pledged to make the labor movement appeal to a new



## International President's Column

By Mike Futhey, International President  
(216) 228-9400; [president@utu.org](mailto:president@utu.org)

generation of workers whom he said currently perceive unions as “only a grainy, faded picture from another time. We need,” he said, “a unionism that makes sense to the next generation – young women and men who either don’t have the money to go to college or are almost penniless by the time they come out.”

This thinking parallels what we are seeking to achieve within the

UTU, and I am heartened that this approach has caused, in recent months, many hundreds of previously unorganized workers to choose the UTU as their bargaining agent.

her agreement and be assured that every level of the organization – from local officer to general committee of adjustment to state legislative boards to the International – is ready, willing, anxious and able to assist.

No member of the UTU stands alone. Our resources are substantial, and when we include the resources of our UTU PAC and the strength of the AFL-CIO, we match, and often exceed, the strength of the carriers.

A highlight of the AFL-CIO convention was the appearance of Pres-

**"Our cherished craft autonomy permits every member an important say in crafting labor agreements."**

The UTU continues to gain new members in the airline, bus and rail industries – working men and women who understand not only that in union there is strength, but that the UTU has a proven track record of negotiating world-class agreements and then enforcing those agreements.

Our cherished craft autonomy, beginning at the local level, permits every member an important say in crafting labor agreements.

As Assistant President Arty Martin explains in his column on this page, our craft autonomy begins with the individual member, who has the right and responsibility to document carrier violations of his or

ident Obama, who opened his speech by saying, “You know, the White House is pretty nice, but there is nothing like being back in the House of Labor.”

President Obama also said that among “the fundamental reasons I ran for president was to stand up for hardworking families; to ease the struggles, lift the hopes, and make possible the dreams of middle class Americans.”

Together, we can and will continue to improve the quality of life for the working men and women who say, “Union, yes!”

I am proud to be playing a part on your behalf.



**Mike Futhey, International President**  
[president@utu.org](mailto:president@utu.org)

**Arty Martin, Assistant President**  
[asstpres@utu.org](mailto:asstpres@utu.org)

**Kim Thompson, General Secretary and Treasurer**  
[gst@utu.org](mailto:gst@utu.org)

**James Stem, National Legislative Director**  
[jamesastem@aol.com](mailto:jamesastem@aol.com)

**Contact the UTU:**  
Phone (216) 228-9400; fax (216) 228-5755

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## At the UTU, our might starts with our members

Early in our lives, we learn that success – whether it be graduation, being selected for a church choir, earning a spot on a sports team, or being hired to drive a bus, fly a plane or switch rail cars – requires preparation, following rules, and attention to the job.

Our union is structured to assure each of us the opportunity and right to guide our future under our collective bargaining agreements.

Our responsibility is to understand our agreements, and learn to document carrier violations.

This is because we cannot expect the local chairperson, general chairperson or an International officer to know everything that is happening on a daily basis at each location.

Local officers, upon learning of



## Officers' Column

By Assistant President  
Arty Martin  
(216) 228-9400; [asstpres@utu.org](mailto:asstpres@utu.org)

The UTU constitution is very strong in preserving the autonomy of each local, with succeeding levels (general committees, state legislative boards and the International) prepared to assist in ensuring you obtain proper pay, benefits and working conditions as provided by your agreements.

At the UTU International, we have one of the strongest and most successful law departments among

often through the AFL-CIO, which carries the banner for almost 12 million working families.

**"Members have the responsibility to fight for these rights, beginning with identifying and documenting situations that hinder our very basic rights to a safe workplace, free of intimidation and harassment."**

The UTU's membership in AFL-CIO – along with the UTU PAC – is a powerful tool for electing labor-friendly candidates and influencing the passage of labor-friendly laws.

I take pride that UTU International President Mike Futhey was just elected a vice president of the AFL-CIO, and named to its ruling Executive Committee.

I am reminded of the famous Norman Rockwell paintings of four basic freedoms: Freedom of speech, freedom of worship, freedom from want, and freedom from fear.

These freedoms are the soul of union brotherhood and sisterhood, as working men and women from diverse backgrounds and cultures come together to fight for individual and collective respect and workplace rights.

I also recall reading a famous speech by President Franklin Roosevelt, in which he proposed a Second Bill of Rights to guarantee a job with a living wage, freedom from

unfair competition and monopolies, a home, medical care, education and recreation.

Much progress has been made, but more must be achieved. Together, through preparation and hard work, we must continue – with fire in the belly – the fight for what is right.

At the local level, members have the responsibility to fight for these rights also, beginning with identifying and properly documenting situations that hinder our very basic rights to a safe workplace, free of intimidation and harassment.

**"Our union is structured to assure each of us the opportunity and right to guide our future under our collective bargaining agreements. Our responsibility is to understand our agreements."**

your problems, have the responsibility to inform the general chairperson and/or state legislative director (the latter where safety issues are concerned).

These officers then have the option, if necessary, of seeking assistance from the UTU International.

labor organizations.

History shows that the UTU does not hesitate to go to the courthouse on your behalf to enforce agreements.

We also work to build coalitions with other labor organizations, and



# State Watch

## News from UTU State Legislative Boards

### Kansas



UTU members were recently in attendance at a reception held in honor of former Gov. Kathleen Sebelius, who was named by President Obama to head the Department of Health and Human Services. Above, Assistant State Legislative Director Ty Dragoo (L-1503, Marysville), right, and Alternate Legislative Board Secretary Joey Holzhauser (L-94, Kansas City), left, congratulate Sebelius on her appointment.

### Florida

Complaints by members forced by CSX and its lodging partner, Holiday Inn in Jacksonville, to stay in smoking rooms, against their will, being exposed to second-hand smoke, has the Florida Legislative Board and UTU General Committee GO 851 burning.



The two groups have called for an end to this practice, not only for CSX employees in Florida but across the entire system.

The UTU is urging all CSX employees to report any incident of this nature, first to the car-

### Tennessee



The UTU was a sponsor of the Jackson Day Celebration in Tennessee recently, State Legislative Director Jerry Anderton reports. (The event honors former President Andrew Jackson, founder of the Democratic Party.) Key speakers were Bill Clinton and Albert Gore. Pictured, left to right, are Matt Foster (legislative representative and local chairperson, L-974, Nashville); Roger Crawford (legislative representative, local chairperson, L-339, Jackson); Larry Pigg (local chairperson, delegate, L-974); Brian Houston (assistant state director, legislative representative, L-750, Knoxville); Anderton and Johnny Willis (general chairperson, GO 513, L-974).

rier, while it is happening, and if not properly addressed on the spot, to their local legislative representatives and respective state legislative directors.

"This act constitutes a failure by CSX to provide a safe environment for its employees, which could give rise to additional liabilities for the carrier under the Federal Employers' Liability Act, for those employees involuntarily exposed," State Director **Andres Trujillo** said.

### Ohio



Joe Boda has retired as chairperson and state legislative director after more than 44 years of dedicated union service. Above, Boda (center) is presented with an award in honor of his retirement by UTU International President Mike Futhey (second from right.) Also in attendance were new State Legislative Director Glenn Newsom (left), Vice President Delbert Strunk (second from left) and General Secretary & Treasurer Kim Thompson (right).

### New Jersey

State Legislative Board Director **Dan O'Connell** reports that the board has voted unanimously to recommend the re-election of Gov. Jon Corzine (D).



Corzine

"We endorse Gov. Corzine because of his continued support for mass-transit funding; the federal stimulus package; the new passenger rail tunnel to New York City, and for investments in freight rail infrastructure that benefit UTU members on Conrail, CSX and Norfolk Southern. For UTU members in New Jersey the choice is clear: Vote Corzine in 2009," O'Connell said.

## Bus Department

By **Richard Deiser**, vice president / director

### Shorter contracts protect bus workers' earnings

Kudos to Alternate Bus Vice President-East **Calvin Studivant** and Alternate Bus Vice President-West **Bonnie Morr** for being chosen as delegates to the AFL-CIO convention in Pittsburgh, where a highlight was President Obama's speech that may be viewed on the UTU Web site at [www.utu.org](http://www.utu.org). Calvin reports that he shook the president's hand!



Congratulations also to UTU International President Mike Futhey on his election as an AFL-CIO vice president and his appointment to the federation's Executive Council.

Several bus locals have been involved in contract negotiations, and the trend is towards shorter agreements in the hope that the economy will improve in the near future.

If that becomes reality, we will be able to negotiate wages and benefits from a far stronger position than in the current recession.

General Chairperson **James Williams** (Local 1564, Los Angeles) reports his members have ratified a new one-year agreement with the LACMTA after hard work and patience of all the committee members.

General Chairperson **Nelson Manzano** (Local 710, Elizabeth, N.J.; One Bus) praised the work done by Vice General Chairpersons **James Powell** and **Jose Rivera** in reaching a one-year agreement with Coach USA, holding the cost-sharing for health care.

Local 1558 in Westwood, N.J., (Rockland Coaches) reached a similar accord under the direction of General Chairperson **Keith Mack**, assisted by **Mike Byrne**, **Helaine Parsons**, **Ed Pollard**, **Bob Panarotti** and **Abe Tsay**.

Calvin Studivant's Local 759 in Paramus, N.J., (Community Transit) won an important arbitration, which resulted in an employee being restored to work status with full back pay and benefits.

Also, General Chairperson **Bill Koehn** (Local 1670, Laredo, Texas; Laredo Metro) is keeping a watchful eye on bus inspections at the Mexican border. The U.S. DOT has significantly reduced the number of buses inspected, leading to worries about safety, operator fatigue and equipment maintenance on these bus lines that operate far into the U.S. American companies cannot compete effectively when confronted by cheap labor, shoddy maintenance and falsified driver logs.

## UTU members on LACMTA ratify one-year contract

UTU-represented employees of the Los Angeles County Metropolitan Transportation Authority (LACMTA) have voted overwhelmingly to ratify a new one-year contract with the transit agency.

All are members of Locals 1563 (El Monte), 1564 (Los Angeles), 1565 (West Hollywood), 1607 (Los Angeles) and 1608 (Chatsworth).

The agreement is subject to approval by the agency's board of directors, which will vote on the proposal at its meeting this month.

If approved by the board, the contract will run retroactively from July 1, 2009, through June 30, 2010.

"On behalf of the general committee, I want to express our appreciation to the membership for the confidence you have demonstrated in your negotiation team," General Chairperson **James A. Williams** said.

"It is no secret that the political and economic conditions could not be worse, but we were able to preserve all of your pay guarantees and the protective language in the contract, and maintain the current level of benefits in our health plan.

"This is a great victory for the members of this union and your support is what made it possible," Williams said.

Williams praised the hard work and solidarity shown by the members of the negotiating committee: Vice General Chairperson and Local 1563 Chairperson **Robert Gonzales**; Secretary of the general committee and Local 1607 Chairperson **Lisa Arredondo**; Local 1564 Chairperson **Ben Cooper**; Local 1565 Chairperson **Tim Del Cambre** and Local 1608 Chairperson **Aaron Montgomery**.



Williams

### UTU seeks info on members, families in military

The United Transportation Union is seeking to honor its members, or their children or spouses, who are serving in any branch of the U.S. military. The *UTU News* plans to publish these names, and any photos received, in a future edition.

Please mail or e-mail the name and rank of the individual, the branch and unit of the military in which they serve, where they are currently stationed, along with the UTU member's name and local number.

*UTU News* also welcomes photographs of these military personnel, in uniform, for publication. Photos can be returned if requested.

Names and photographs should be e-mailed to [utunews@utu.org](mailto:utunews@utu.org) or sent to UTU News, United Transportation Union, 14600 Detroit Ave., Cleveland, OH 44107-4250.



# UTU Railroad Safety Task Force works to reduce risks

In spite of railroad boasts that they have become safer, railroad employee on-duty fatalities and career-ending injuries have been increasing, according to the FRA.

Twenty-five railroad employees lost their lives in on-duty accidents during 2008, up from 16 in 2007. And 2009 got off to a horrific start, with 11 employee on-duty fatalities in just the first three months of the year.

Stunned by this sharp increase in rail-employee on-duty fatalities and career-ending injuries, UTU International President Mike Futhey appointed a four-person task force in April 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 is working with UTU Arizona State Legislative Director Scott Olson, Arkansas State Legislative Director Steve Evans and Michigan State Legislative Director Jerry Gibson.

"The objective is to produce an effective solution that includes best practices and techniques to improve situational awareness and keep situational awareness it at its highest level," Futhey said.

To view the UTU Rail Safety Task Force Web page, go to the UTU home page at [www.utu.org](http://www.utu.org) and click on this button:



## IN MEMORIAM



### LENARD E. NOICE

Lenard "Lenny" Noice, 59, of Albuquerque, N.M., died Jan. 16 as a result of a train accident. Noice, a locomotive engineer and a member of Local 1168 at Clovis, N.M., worked for the BNSF Railway for 35 years. He is survived by his wife, Carla; son, Lenny



### CRAIG LANG

UP switchman Craig Lang, 41, a member of Local 367 in Omaha, Neb., was killed Jan. 28 at a UP yard in Council Bluffs, Iowa. Investigators said Lang stepped off a train and was struck by a coal train going in the



### MIKE A. WILCOX

Mike Wilcox went to work for the BNSF Railway in 1998. A member of Local 113 at Winslow, Ariz., Wilcox died in an accident in Holbrook, Ariz., on the night of Feb. 7 after being struck by a passing train. He is sur-



### SAXTON HASELWOOD

Saxton Haselwood, a member of Local 1227 in Wichita, Kan., was killed Feb. 8 at UP's Herrington Yard outside Herrington, Kan. Haselwood, unmarried, was 26 and had been railroading just two years.



### GREGORY BLEVINS

Gregory "Greg" Blevins, 56, of Clovis, N.M., was fatally injured Feb. 28. He was president of Local 1168 in Clovis. Blevins is survived by his son, Bryan; his daughter, Janay; and four grandchildren. He worked for the BNSF Railway for 35 years.



### JARED BOEHLKE

Jared Boehlke, 33, died May 10 of injuries sustained while working for CSX in the Selkirk, N.Y., yard. He was a member of Local 212 in Albany, N.Y. He is survived by his wife, three year-old-daughter, mother, father and 10 brothers. His death prompted the filing with the FRA of a joint UTU-BLET petition for an emergency order prohibiting the use of one-person operat-

### DUSTIN MOLES

Dustin Moles, 33, a conductor on the Alabama & Tennessee River Railroad, was killed June 24 when the train on which he was riding derailed while being switched into a shipper facility. Moles was a member of Local 1972, Birmingham, Ala. He started working

Photo  
not  
available

## UTU Rail Safety Alert No. 1: Questioning one-person operations

The UTU and the Brotherhood of Locomotive Engineers and Trainmen have petitioned the Federal Railroad Administration for an emergency order to prohibit the use by railroads of one-person operating crews, including remote control operations.

**While the UTU has consistently taken exception to single-person operations, in reality it exists today. Accordingly, our members should be aware of the safest course in an unsafe situation.**

UTU members working in single-person operations are strongly encouraged to question any order by a railroad official to perform any activities that may result in an injury, loss of limb or life – short of insubordination.

If your request to be relieved of such a task is denied, immediately contact your local chairperson, general chairperson, local legislative representative or state legislative director for further handling.

In doing so, document these actions as soon as you are able, providing as much information as possible, including witnesses, times, dates, locations and names of all involved.

## UTU Rail Safety Alert No. 2: Protecting the point while riding cars

This safety alert focuses on the job of protecting the point while riding rail cars.

In such situations, here are facts to consider and questions to ask yourself as part of assuring you return home to your family in one piece:

• **Are you controlling the movement** to really allow stopping within half the range of vision? Are you really protecting yourself?

• **Have you considered walking** as a safer alternative in some cases?

• **From how far away can you see a one-inch gap** in switch points? In daylight, it's about 130 feet, at most. And the average railroad issued lantern casts light for approximately 70 feet.

• **Do you know how many feet per second** you are moving at 10 mph? The answer is 15-feet per second; and at 8 mph, it is about 12-feet per second.

Now contemplate that you are protecting the point during daylight, with a single engine shoving 10 loaded lumber cars on flat grade at 15 mph. Now, you see a gapped switch. It will take you 8.6 seconds to stop.

• **If you are shoving too fast**, are you rolling the dice?

Now contemplate what would happen if the shoving movement at 15 mph were a crossover lined into a cut of cars, or a car left out to foul.

• **In such a situation should you consider stopping** the movement and walking ahead to inspect and protect?

There have recently been a great number of shoving-related fatalities and career ending injuries in our industry. Please be careful. Always maintain situational awareness. It's very dangerous out there, and your family wants you back home in one piece.

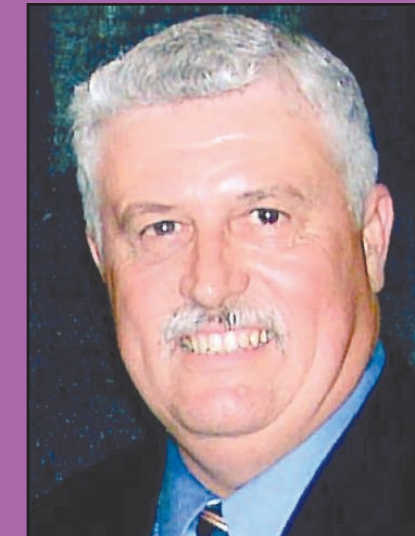
## Railroad Safety Task Force members



**Greg Hynes**  
Arizona assistant  
state legislative director  
(602) 716-9406  
[greg.hynes@cox.net](mailto:greg.hynes@cox.net)



**Scott Olson**  
Arizona state  
legislative director  
(602) 370-4961  
[utuazboard@msn.com](mailto:utuazboard@msn.com)



**Steve Evans**  
Arkansas state  
legislative director  
(501) 375-8100  
[utuarslb@swbell.net](mailto:utuarslb@swbell.net)



**Jerry Gibson**  
Michigan state  
legislative director  
(616) 667-9920  
[utumi@comcast.net](mailto:utumi@comcast.net)

## UTU Rail Safety Alert No. 3: Eight rules for staying safe and alive

Career-ending personal injuries and fatalities have continued to increase in the rail industry.

To educate members of the circumstances of these incidents, and in attempts to avoid them in the future, the UTU Rail Safety Task Force urges that each of you continue to look out for each other and forward your ideas and concerns about workplace safety to the task force so we may address them.

Interactive communication and "looking out for each other" is imperative to bringing us all home from work in one piece.

To ensure we all go home to our families in one piece, the UTU Rail Safety Task Force asks for a 100-percent commitment to rules compliance and to the following eight activities:

1) **Job briefings:** Ensure all crew members are present for job briefings, and focus on risk assessment.

2) **Situational awareness:** Constantly be aware of your surroundings and maintain situational awareness to avoid risks associated with the required tasks, and work within the limits of your capabilities.

3) **On/off standing equipment:** Keep hands free of other objects and maintain three-point contact, always being vigilant for equipment movement.

4) **Avoid slips, trips and falls:** Keep your eyes on the footpath and report any unsafe walking conditions to your local legislative representative for handling.

5) **Radio communications:** Always use proper identification, provide car counts when shoving, do not engage in excessive chatter and use "over and out."

6) **Put safety first:** Performing a task safely is more important than the time it takes to complete it. The only good move is one done 100 percent by the rules.

7) **Ask questions:** If any uncertainty arises, take the time to ask questions. Do not take risks or assume anything.

8) **Be in charge of your own safety:** Do not let others set YOUR level of safety. Report harassment and intimidation.

## UTU Rail Safety Alert No. 4: Document, document, document

The value of detailed documentation can never be overstated. UTU members have been empowered to address the issue of harassment and intimidation though federal whistleblower protection that is written into law.

This protection already has had a positive impact. Recently, an investigation by the Occupational Safety and Health Administration (OSHA), which followed information from a whistleblower, resulted in \$300,000 in multiple punitive damage awards against commuter railroad Metro North.

The UTU Safety Task Force has received many complaints about harassment and intimidation.

Some of the carriers have made a relentless practice of harassment for the sake of productivity, with little or no regard for our members' safety. With your detailed documentation, this will change.

In addition to reporting all dangerous safety conditions to your respective carriers, your report should be made to your local legislative representative and state legislative director, with copies to your local chairperson and other local officers.

Your report should contain pertinent information, such as:

- 1) **Date and time with job/train identification;**
- 2) **Location;**
- 3) **Name of carrier official who instructed you to make an unsafe act or safety violation;**
- 4) **Statement of the alleged safety violation, including threats, harassment, intimidation or unsafe events directly attributing to this situation.**

By your paper trail of documentation, your legislative representatives and state legislative directors can take the appropriate actions.

The UTU Safety Task Force suggests you familiarize yourself with these procedures in order that we all share a safer workplace.

## → We need your help; take the UTU's online safety survey ←

The UTU Safety Task Force needs your help. To better understand the issues it believes contribute to injuries and fatalities, the task force would like you to complete a short online survey.

Your responses will assist the UTU to better understand your problems and form a consensus to present to carrier officers – or

regulators and lawmakers, if necessary – to help make your workplace as safe as it can be.

The results are tabulated electronically and anonymously.

To take the short survey, go to [www.utu.org](http://www.utu.org), then to the "Railroad Safety Task Force" page.

For more information on safety, including laws, advisories and drug/alcohol testing, visit the "Transportation Safety" page at [www.utu.org](http://www.utu.org)



UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

# BRT watch fob, chain donated to museum

GALESBURG, Ill. – A 99-year-old chain and fob, which is intended to attach to a pocket watch and has had five owners, has been donated to the Galesburg Railroad Museum.

In 1910, a conductor from Galesburg, whose name has been lost in history, and who was one of the early members of the Brotherhood of Railroad Trainmen, purchased the chain and fob and decided to pass it from one railroad man to another upon retirement.

(The BRT was a forerunner of the UTU.)

When the currently unknown conductor retired, **Joe Brown**, a conductor from Galesburg, received the chain and fob. In 1950, Brown gave the chain and fob to **Ralph Wolfe**.

Wolfe began working for the railroad in April 1926, and was stationed in Galesburg for most of his career. He held onto the chain and fob for 18 years.

In August 1968, he gave it to **Calvin P. Evans**, who was stationed in Galesburg and worked for the Chicago, Burlington & Quincy Railroad.

(Evans was local chairperson and member of Local 195, Galesburg, Ill., until 1977 when he



William Smith (left) and Cal Evans recently donated a 99-year-old chain and BRT watch fob to the Galesburg Railroad Museum. The chain and fob have had five owners over the years, since a member of the UTU-predecessor Brotherhood of Railroad Trainmen purchased them and decided to pass them from one railroad man to another upon retirement.

took a management job with the BN. He now lives in Punta Gorda, Fla.)

“When I received the chain and fob, it gave me pride,” Evans said. “It was some recognition from a man who had seniority and knowledge and worked for the railroad for 40 years. Receiving the chain and fob meant you knew your craft.”

In 1977, Evans left Galesburg for Tacoma, Wash., where he worked for 18 months. He then went on to work in Alliance, Neb., for five years and Memphis, Tenn., for six.

Throughout his travels, Evans only used the chain and fob a few times when he worked on passenger trains.

“The chain and fob was for when I wore my uniform,” he said. “It is important for trains to be on time and people in those days all carried pocket watches that met railroad standards. Daily, you would make sure your watch had the proper time and you had to have them when you went to work.”

After having the chain and fob for 22 years, Evans gave it to **William Smith**, in 1990.

“I had worked with William and thought he was one of the most knowledgeable guys I had worked with so I thought he would appreciate it,” Evans said.

“When Cal gave me the chain and fob, it meant so much to me,” Smith said. “At the time, his son-in-law worked for the railroad and he gave it to me instead, so it is pretty special.”

Smith’s railroad service began in 1970 in Memphis with the St. Louis/San Francisco Railway. He belonged to the UTU at the time. Over the years, Smith never used the chain and fob. “I just kept it for safekeeping,” he said. “I had it framed. It is an interesting piece of railroad history. The fob is really unique. It is a knight’s helmet. The visor on the helmet raises up and down and the fob has the BRT insignia on it.”

Smith, who is retired from BNSF, did not give the chain and fob to another railroad man when he retired. So he talked with Evans about the future of the chain and fob.

“I mentioned to William that the chain and fob originated in Galesburg,” Evans said. “I had been to the Galesburg Railroad Museum when I worked in Fort Madison and we both felt that was a good place for it if we were not going to pass it on.”

## California railroad retirees to meet

Retired conductor **John Herrmann** of Local 694, Dunsmuir, Calif., is organizing a reunion of retired (and active) railroaders off the Southern Pacific, Amtrak, AT&SF, UP and WP.

The event will be held Saturday, Oct. 31, at 1 p.m. at Spenger’s Seafood Restaurant, 1919 Fourth St., Berkeley, Calif.

“We will gather in the Atlantic Room to share stories, swap lies, laugh together, enjoy a fine meal and the afternoon together,” Herrmann said.

The cost is \$30, and deadline for reservations is Oct. 20. For more information call Herrmann at (530) 926-5180 or (530) 925-0325 (cell).

## RRB congratulates UTU centenarian

The Railroad Retirement Board has sent a letter of congratulations to UTU member **Paul E. Kimball** on the event of his 100<sup>th</sup> birthday.

Kimball, a member of Local 1687, Belen, N.M., started on the railroad in 1943. He was last employed by the Atchison, Topeka & Santa Fe Railway (now part of BNSF Railway) as a conductor. He retired in 1974.

“The members of the Railroad Retirement Board take great pleasure in extending our best wishes to you on the occasion of your 100<sup>th</sup> birthday,” Labor Member V.M. “Butch” Speakman wrote.

## 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
14	Breese, Arthur W.	Toledo, Ohio	544	Gonzales, Vincent	Billings, Mont.	1292	Killien, R.L.	Chisholm, Minn.
18	Baker, Vernon T.	Allen, Texas	596	Burrows, William A.	Stoneboro, Pa.	1313	Carathers, Walter G.	Midland, Texas
60	Canfield, James E.	Clifton, N.J.	706	Bowman, Okla F.	Chevy Chase, Md.	1376	Brugler, David C.	Bellefontaine, Ohio
113	Shumway, Rex P.	Mesa, Ariz.	730	Bratland, Roland A.	Laurel, Mont.	1378	Hall, Francis L.	Salisbury, Md.
168	Brown, Sylvester V.	Chicago, Ill.	734	McGehee, Herman H.	Kalamazoo, Mich.	1381	Weger, Clayton D.	Crown Point, Ind.
194	Bruce, Martin E.	Worden, Ill.	734	Molica, Phillip F.	Edwardsburg, Mich.	1382	Cavey, Timothy J.	Milwaukee, Wisc.
195	Hix, Jack R.	Galesburg, Ill.	768	Campbell, Thomas H.	Hannibal, Mo.	1386	Hackett, Clarence S.	Parkersburg, W. Va.
202	Fielder Jr., Barney	Sterling, Colo.	773	Brim, B.J.	Wimberley, Texas	1390	Casciole, Nicholas S.	Easton, Pa.
225	Owens, Clarence E.	Republic, Ohio	783	Brandon, James Q.	Rockwell, N.C.	1390	Magee, William P.	College Point, N.Y.
228	Harding, Glen L.	Ottumwa, Iowa	785	Vincent, Hollis D.	S. Carrollton, Ky.	1390	Trost, Charles J.	Sicklerville, N.J.
254	Breau, Joseph E.	Wilmington, Mass.	792	Koreny, Albert M.	Temple, Ga.	1393	Votry, R.J.	Rockester, N.Y.
265	Thomas, Harold B.	Pocatello, Idaho	800	Miller, Milton P.	Upper Darby, Pa.	1402	Ingram, Russell J.	Dupo, Ill.
281	Stien, James W.	Rockton, Ill.	854	Brinkley, Frederick	Kill Devil Hills, N.C.	1413	Broad, Charles	North Bergen, N.J.
284	Daniels, Samuel H.	North Royalton, Ohio	904	McCullough, Charles P.	Newburgh, Ind.	1422	Carpenter, Albert L.	Carthage, Miss.
293	Brady, William H.	Waco, Texas	942	Waddell, Howard S.	Florence, S.C.	1458	Bourg, Robert D.	Breaux Bridge, La.
298	Clark, Robert W.	Leesburg, Fla.	974	Clark, P.	Linden, Tenn.	1470	Geisendaffer, Raymond M.	Baltimore, Md.
305	Bolton, Owen A.	Lincoln, Neb.	991	Brown, Charles A.	Brilliant, Ohio	1494	Kilroe, John M.	Worth, Ill.
313	Bray, Kenneth E.	Okeechobee, Fla.	991	Everhart, Larry E.	Follansbee, W. Va.	1522	Behnke, Christian H.	Knotts Island, N.C.
318	Hanrahan, William F.	Arkport, N.Y.	991	Mackey Sr., Kenneth L.	Weirton, W. Va.	1534	Cantrell, Robert L.	Northlake, Ill.
328	Ryder, Harold J.	West Haven, Conn.	997	Carbaugh, Ross W.	Elizabethtown, Pa.	1544	Chay, John A.	San Diego, Calif.
367	Kruse, Owen L.	Fremont, Neb.	997	Webster, Jack A.	Gardners, Pa.	1574	Sullivan, John M.	Portland, Ore.
421	Incorvia, Ned J.	Ashtabula, Ohio	1031	Grice, Harry O.	Savannah, Ga.	1581	O'Hara, Dennis W.	Mammoth Lakes, Calif.
427	Hightower, Bernard P.	Denville, La.	1062	Noble, Thomas R.	Inverness, Fla.	1628	Stadterman, Thomas	Trafford, Pa.
432	Jordan, Charles F.	Mattoon, Ill.	1074	Carlos, Martin J.	Kirkland, Wash.	1730	Shotwell, Paul H.	Loveland, Colo.
454	Ketterman, Bryan B.	Westminster, Md.	1074	Sottiaux, James W.	Oil City, Pa.	1732	Titus, D.A.	Medford, Ore.
469	Ciardullo, Andrew	Rolla, Mo.	1221	Jones, Eddie A.	Sydney, Fla.	1770	Clements, William J.	Calimesa, Calif.
493	Frank, Donald W.	Freeport, Ill.	1221	Rollins, John W.	Palm Coast, Fla.	1836	Chico, Leonard B.	Slidell, La.
493	Simmons, Ralph E.	Waterloo, Iowa	1221	Salamone, Dominic	St. Petersburg, Fla.	1971	Galloway, Clyde A.	Glen Allen, Va.
496	Vagner, Thomas L.	Portsmouth, Ohio	1252	Sudden, Melvin L.	Fresno, Calif.			



# Accidental Death and Dismemberment

## New UTUIA policy offers guaranteed approval for active transportation employees!

UTUIA's new Accidental Death and Dismemberment policy includes all the following benefits:

- \$180,000 for death caused by common carrier
- \$90,000 for death caused by automobile
- \$60,000 for accidental death
- \$30,000 for dismemberment
- Intensive care confinement benefits of:
  - \$600 per day
  - \$60 per day for family lodging
  - \$30 per day for family meals
  - Up to \$1,800 for air ambulance
  - Up to \$300 for surface ambulance
- Optional rider for spouse/children

This policy provides benefits for accidents and not sickness. Some benefits provided to the policy owner are greater than those provided under the optional family rider. Some benefits may vary by state of residence.

For more information, complete and mail the coupon at right or call the UTUIA, toll-free, at **1-800-558-8842**.

Call toll-free:  
**1-800-558-8842**



### Information, please

I would like more information on the Accidental Death and Dismemberment plan.

Please print



Full name	Date of birth	UTU local number	
Address	City	State	ZIP
Telephone number with area code		Sex	Male <input type="checkbox"/> Female <input type="checkbox"/>

Complete and mail to: UTUIA Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250

10/09

## UTU needs your photos

The UTU is seeking printed 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 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 any 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.

## Discipline Income Protection Program: It Pays!

**What is the Discipline Income Protection Program?** This program pays you a specific amount over a length of time if you are suspended, dismissed or removed from service by the carrier for alleged violation of rules or operating procedures, provided that such violations are not on the list of exceptions not covered.

**What benefits are paid?** You choose the level of benefits paid, from \$6 to \$200 per day, all at low monthly assessments. The term of benefits, from 250 to 365 days, depends on how long you have been enrolled in the program.

**Who sponsors the program?** The United Transportation Union International sponsors the Discipline Income Protection Program.

**Who is eligible for coverage?** UTU members in the U.S. and Canada may enroll as members on a voluntary basis.

**How do I get more information?** Contact your field supervisor or local insurance representative, or write to: Discipline Income Protection Program, UTU, 14600 Detroit Ave., Cleveland, OH 44107-4250, or e-mail "dipp@utu.org" or check out the Discipline Income Protection Program page on [www.utu.org](http://www.utu.org).



## THE UTU INTERNATIONAL STAFF: HERE TO SERVE YOU

### KARYN HILL

Karyn Hill is a records representative in the Records Department. She started with the UTU in 2007. "We have almost 600,000 individual files in the file room," she said, "and keeping them all straight is a big job. I create files for new members, search for the files of deceased members, pull files for various departments, and add information to files as needed. With this job, knowing the alphabet is crucial; I know it backward and forward now. Working here is fun; the people are very nice and every day is different and challenging."



### LORA PETSCH

Lora Petsch is a policyholder service representative for the UTUIA. She started in 1981, working in the Claims Department. She served there for 24 years before moving to the Policyholders Service Department four years ago. "My job is to send out new insurance policies," she said. "When a person purchases insurance coverage from the UTUIA, I assemble the package of materials and send it out to them as soon as possible. I also retrieve files and answer questions. I like to see that things get done as quickly and correctly as possible. It keeps me busy."



### CHARLOTTE DEARMAN

Charlotte DeArman started with the UTU in 1978 as a clerk in the Billing/Audit Department. She worked stints as a clerk in the Accounting Department and as supervisor in the Directory Department before coming full circle back to Billing/Audit as an auditor. She is responsible for auditing about 140 locals. "I speak to local treasurers, audit the locals' billings on a day-to-day basis, update the computer system and work with local auditors and secretary/treasurers to balance the locals' books. I also serve as co-chief steward of OPEIU Local 17, which represents many UTU employees."





# Feds weigh cell-phone ban for bus, truck drivers

WASHINGTON – Safety investigators told federal regulators three years ago that it was dangerous for bus drivers to talk on cell phones while driving and recommended a ban.

The National Transportation Safety Board put that recommendation on its list of most important safety measures. Industry and safety groups had no objections.

Yet the regulatory agency that would write new rules on cell phone use by commercial drivers, the Federal Motor Carrier Safety Administration, has done little more than study the issue.

Now, after several high-profile accidents that focused public attention on using cell phones on the road, the Obama administration has decided to act on the recommendation, which was left hanging by the Bush administration.

The NTSB's recommendation was prompted by a 2004 accident in which the driver of a motorcoach carrying students on a trip to Washington became so engrossed in a cell phone con-

versation that he failed to notice signs that said the height of an upcoming bridge was nearly two feet less than the height of the bus. The bus slammed into the underside of the bridge, shearing off the roof and injuring 11 passengers.

"He drove that bus right into that bridge. It was like a can opener – it just peeled the top back," said NTSB Chairman Deborah Hersman. "If you could see the picture, you would be shocked that there weren't fatalities."

The safety board recommended that the motor carrier administration prohibit commercial bus drivers from talking on cell phones except in emergencies and that it encourage states to do the same for school bus drivers.

The agency responded that it would not only conduct studies to learn whether a new rule was needed and whether cell phone use by all commercial drivers, including truck drivers, should be prohibited. It hoped to have answers last October.

An official for the motor carrier administration declined comment when contacted by The Associated Press.

Research clearly shows that cell phone use distracts drivers, safety experts said.

"When you are texting and talking on the phone, you might be going through the motions of doing what you need to be doing, but your head is not in the game," Hersman said.

Seventeen states and the District of Columbia prohibit school bus drivers from using cell phones while driving. Eighteen states and the District of Columbia have passed laws making texting while driving illegal.

A group of Democratic members of Congress introduced a bill this summer requiring states to ban texting or e-mailing while operating a moving vehicle or lose 25 percent of their annual federal highway funding. It would be patterned after Congress' requirement that states adopt a national drunken driving ban.



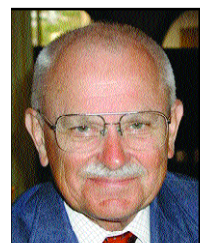
## Advice from the UTU's medical consultant on avoiding the addiction to, and tolerance of, drugs

# Narcotics, sedatives can both help...and hurt

By Dr. Norman Brown  
UTU Medical Consultant

There is an old saying among physicians that patients will lie more often about their drug usage and their sex lives than about any other topics. So, please, just give me the facts.

What drugs was Michael Jackson taking when he died? Who prescribed them? Why did he have available so many different drugs from so many doctors, and maybe some even via assumed names? How come he received a hospital-use-only intravenous sedative in his home?



Brown

The recent tragic death of Michael Jackson has once again brought our attention to the double-edged sword of narcotic and sedative drugs. On the one hand, medical providers, in their role as healers, have prescribed narcotics, such as morphine, and sedatives, such as the tranquilizers Valium, Xanax and Ambien, to their patients over the years, and hence have given untold numbers of people relief from terrible pain, anxiety and insomnia. On the other hand, serious problems can develop using these drugs.

When a patient with a broken leg receives morphine for the pain, the patient's brain experiences pain relief. In addition, the patient feels some degree of an altered state of consciousness,

which patients describe as anything from very pleasant to obnoxious.

As doses are repeated, two brain/body changes occur:

1) The brain's desire for the repeat doses, even if the leg fracture is healing and should be less painful, often increases – called addiction; and,

2) The body's chemistry gradually cranks up its chemical destruction of the morphine, so to get the same brain result in the same patient, say a week later, increasing amounts of morphine are required – called tolerance.

Unfortunately, medical providers and their patients sometimes get caught up in a vicious cycle wherein the patient keeps requesting repeated, and often increasing, prescriptions of a given narcotic, when the condition for which it was given should be improving.

The doctor writes prescription after prescription, and addiction and tolerance follow.

Of course, when patients have progressive painful cancer, addiction is not a worry, and, incidentally, it is surprising how little apparent addiction occurs in this situation.

I am trying all day to respond to the needs, anxieties and pains of my patients, and I can understand the pressure Michael Jackson felt inside himself and conveyed to his doctors, as they were trying to respond to his pleas for help with anxiety and sleep.

Many of us have watched clips of Jackson's rehearsals. He appeared to be in very high state of energy as he put his all into the performances. To get wound down from such high activity and get some sleep before another day – in fact, before many days of these performances – would not be easy for anyone. The Propofol worked. It was dangerous, but I would guess that Michael Jackson kept seeking it.

What can we learn here as consumers and prescribers of narcotics and sedatives?

Although there is a lot of variation, almost any prescriber and almost any patient together can evolve into an addicted patient.

As a prescriber, I need to think twice each time I hand such a prescription to a patient, especially if it is a repeat. As patients, I hope we will ask ourselves, "Do I really need to take another pain pill, and get refills, or can I work myself off of these pills?"

I hope those of us who need some type of pain medication every day are always trying to make lifestyle efforts to reduce the pain without medication, for example using the body differently, exercising, losing weight, getting physical therapy, and even engaging in spiritual activities.

Narcotics and sedatives are a huge blessing for mankind in relieving suffering, but we always need to stay vigilant to keep them from doing more harm than good.

## The patient asks for more when less is required

# 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."



### MICHAEL D. BLALOCK

Blalock & Blalock PC  
1232 Blue Ridge Blvd.  
P.O. Box 59767  
Birmingham, AL 35259  
(205) 823-8088  
(800) 433-3352 toll free  
[mdb@blalock.com](mailto:mdb@blalock.com)



### RICK D. HOLTSCLAW

Holtsclaw & Kendall LC  
2029 Wyandotte, Ste. 100  
Kansas City, MO 64108  
(816) 221-2555  
(800) 877-8440 toll free  
[rick@holtsclaw-kendall.com](mailto:rick@holtsclaw-kendall.com)

Why should an injured railroad worker contact a UTU Designated Legal Counsel? It is simple: free advice! Not the general advice that you would receive from an attorney who does not handle or specialize in railroad injury cases, but railroad-specific advice that a worker needs to and must know as soon as possible after an injury. Designated counsel will tell the worker exactly what to do to protect their personal and family's interests.

UTU Designated Legal Counsel have the knowledge and experience to help protect you and your family when you suffer an injury. As soon as an injury occurs, the railroad begins building its defense against your case. It is important to immediately contact DLC, who can explain your rights regarding statements and injury reports and can take steps to ensure that key evidence is not destroyed.



# Show your union pride with UTU apparel

## American Products introduces new line of union-made, UTU gear and clothing

It's not too early to begin your holiday shopping and the UTU Web site is just the place to start, without ever leaving your home or going to a busy shopping mall. Just visit the UTU Web site at [www.utu.org](http://www.utu.org) and click on the UTU Gear tile.

All of the UTU items featured there are sold through American Products and are union-made and/or are made in America.

American Products is offering several new items this fall that were debuted at the regional meetings this summer, including the new UTU department t-shirts, a sporty new micro-fibre vest, a spacious, durable duffel bag, new polo shirts and a windbreaker jacket. Please be sure to check the Web site for details on all the new items.

All items carry a 100 percent quality guarantee against defects in materials and workmanship. Volume discounts on customized orders are available to UTU locals.

Watches and clocks carry a two-year manufacturer's warranty against defects.

All of the featured items can be ordered by credit card directly through the company's secure Web site, or by calling the company's toll-free telephone number: 1-800-272-5120.

UTU members may also download and print a custom order form that can be mailed to **UTU Merchandise.com**, 1600 North Clinton Ave., Rochester, NY 14621.

All orders will be processed within days of receipt.

Prices are shown in U.S. dollars and members should make payment by check in U.S. funds.

When using credit cards, transactions will automatically be billed in U.S. funds. Apparel prices may vary depending on size. Visit the UTU online store for complete details about prices and available sizes.



**AMERICAN PRODUCTS, INC.**



Camouflage ballcap



Duffel bag



Pocket watch



Rail Department T-shirt



Bus Department T-shirt



Airline Department T-shirt



Sideline windbreaker



Transportation T-shirt



Khaki micro-fibre vest



Navy pocket T-shirt



Navy micro-fibre vest



Both vests feature U.S. flag embroidered on the back

## Volunteers put UTUIA mission statement into practice

One tenet of the UTUIA mission statement says that the association will "encourage and facilitate community outreach and volunteer activities." While attending this year's regional meetings in San Francisco and New Orleans, a number of UTU and UTUIA volunteers put that principle into practice.

Prior to the close of each meeting, the spouses and children of UTU International officers and UTUIA field supervisors, along with International staff and others, assembled 100 personal hygiene kits that were delivered to local missions in the host cities.

"In San Francisco, the kits were delivered to the Holy Family Chinese Mission and in New Orleans, we took them to the New Orleans Mission. Both organizations were thrilled to receive these donations," said International Updating Department Director **Marilyn Spangler**, who organized the affair.

The kits included soap, shampoo, washcloths, toothbrushes, toothpaste, combs, \$2 gift certificates from McDonalds and other items, Spangler said.

Money to purchase the kit contents came from UTUIA Local Unit 1 in Cleveland, UTUIA field supervisors, and local chairpersons represented by BNSF General Committee of Adjustment 393 in Temple, Texas.

Angela Fly, the wife of UTUIA Field Supervi-

sor Chris Fly, provided the toothbrushes and tubes of toothpaste, which were donated by the dentist for whom she works.

To Spangler, who serves as president of UTU-

IA Local Unit 1 and was a UTUIA Volunteer of the Year in 2006, it was all just part of a day's work.

"We hope we can continue to do this at future regional meetings," she said.



Elaine Skidmore, Cindy Martin and Marie Decoste assemble personal hygiene kits at the San Francisco regional meeting.



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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 **Philip L. Moseley**, a retired railroader and member of Local 1042 in Oklahoma City, Okla. "This is a photo I took in Skagway, Alaska, while on vacation," Moseley wrote. "It is of White Pass & Yukon Railroad steam engine No. 73, powering the narrow-gauge excursion train to Lake Bennet, Yukon Territory. This is the most fantastic narrow-gauge railroad I have ever ridden. The scenery is out of this world."



The Official Publication of the United Transportation Union

## Film honors UTU members' heroic actions

Two UTU members – **Terry Forson** and **Jess Knowlton** – recently returned from Hollywood where they served as consultants for an upcoming 20th Century Fox movie, *"Unstoppable."*

Directed by Tony Scott and starring Denzel Washington, Chris Pine and Rosario Dawson, the film features Washington playing an experienced locomotive engineer who jumps onto a

locomotive with a young conductor to chase down a runaway train carrying a cargo of toxic chemicals.

The movie is based on a true story: Forson and Knowlton are the crewmembers who chased down and caught a runaway CSX train a couple of years ago. Both are members of Local 1397, Columbus, Ohio.

Filming is taking place on the Los Angeles



Knowlton, Denzel Washington and Forson.



Forson, Rosario Dawson and Knowlton.

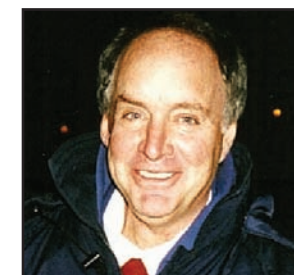


Filming on the Los Angeles Junction Railway.

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



These Operation Red-Block guys are on your side. See page 2.



Have a pressing need? See Amtrak conductor Brian Tuttle. See page 3.



Retirees make "fobulous" donation to rail museum. See page 8.



Go green and save green on UTU gear online. See page 11.