UTU fights to preserve locomotive inspections

WASHINGTON, D.C. – Your United Transportation Union has begun a fight on behalf of rail labor to prevent rail carriers from scrapping a daily locomotive inspection requirement. The UTU acted after the Association of American Railroads (AAR) petitioned the Federal Railroad Administration (FRA) for permission to substitute so-called performance standards for existing FRA-mandated locomotive inspection requirements.

AAR officials once described FRA safety inspectors as mere “meter-maids.” Now, AAR wants to scrap the requirement for daily, detailed and signed written inspection reports. AAR also wants FRA to end the requirement for periodic (not to exceed 92 days) testing of gauges, electrical devices, visible insulation, clean cable connections and event recorders.

UTU International President Byron A. Boyd Jr. warned the AAR against taking “any action” on safety before negotiating with the UTU. In fact, the AAR petition ignores a plea from House Transportation and Infrastructure Committee Chairman Cong. Don Young (R-Alaska) that railroads “strive for as much common ground as possible (with their unions) so that we can make our transportation network stronger, healthier and safer.”

The reason given by the carriers for wanting to scrap safety tests is to “reduce costs significantly.” The AAR estimates some $400 million more could flow to carrier bottom lines if they were not required to inspect their locomotives for safety defects.

Performance standards as requested by the carriers would scrap locomotive safety inspections in favor of a requirement that railroads keep FRA-reportable accidents and injuries involving locomotives below a specified threshold. The AAR wants that threshold set as “the maximum number of accidents and injuries a railroad would be expected to have based upon the 10-year trend for all Class I railroads.” Railroads failing to meet that target would be required to develop unspecified “remedial action requirements.”

Roads opened to Mexican buses

WASHINGTON, D.C. – President Bush gave the go-ahead last month for Mexican buses and trucks to travel U.S. roads beyond commercial border zones where they had been restricted. Environmental, labor, and trucking industry groups, however, have asked a federal court for an emergency stay to prevent Mexican buses and trucks to travel U.S. roads beyond commercial border zones throughout the U.S.

The petitioners, including Public Citizen and the Environmental Law Foundation, asked the Ninth Circuit Court of Appeals in San Francisco to stop the U.S. government from processing applications from Mexican-based trucking firms to operate beyond the 20-mile commercial border zones where they must now transfer their cargo to U.S. trucks. The groups alleged that the...
Local 23, Santa Cruz, Calif.
Santa Cruz Metropolitan Transit District employees are donating their annual leave and sick leave to bus operator Dave Dunlap, who was hospitalized with a ruptured colon, but is expected to return to work in about three months, said Local Chairperson Bonnie Morr. Meanwhile, members are working with State Legislative Director J.P. Jones to minimize the local effects of a $1.8-billion state transportation budget cut.

Local 166, Salt Lake City, Utah
Members on Amtrak Zone 11 raised their average monthly TPEL contribution from $2.45 to $14.02 in 2002, with a third of the local's members now donating a dollar a day or more, said Legislative Representative F. Jay Steigmiller.

Local 168, Chicago, III.
Members in this Amtrak local have increased their TPEL contributions by an average of $1.39 per member per month, said Secretary/Treasurer Lee T.G. Channing, thanks to the efforts of Craig Jensen and Chris Burgess.

Local 257, Merrill, Neb.
Dave Martin, who will become local chairperson in 2003, serves as secretary/treasurer for the railroad's S&T (since 1984, noted that Retiree Program member Warren W. Roos had previously served as S/T from 1980 to 1984.

Local 298, Garrett, Ind.
About 100 attended this CSX's Local's Christmas Dinner in memory of a conductor who succumbed in November 1999, said Retiree Program member Thomas L. Aiello, who died in a van accident while on duty. And as Local Treasurer Mitch Newell pointed out, the local's members aren't just politically and socially active, they're resourceful, too.

Local 394, Albany, N.Y.
Members last month held the first James P. McMahon Memorial Christmas Dinner in memory of a conductor who succumbed in November 2002 to injuries sustained while being transported in an off-track vehicle. McMahon had served as local vice president and vice local chairperson, said Local Chairperson S.T. Cowsley Jr. Help McMahon's family by making checks payable to J.P. McMahon and sending them to Treasurer Thomas L. Aiello, 26 Kinder Dr., Kinderhook, NY 12116.

Local 465, Gillette, Wyo.
Members of this BNSF local last month hosted an all-crafts Christmas party, where Chuck Hardin Awards, named in honor of a member who died in a van accident while on duty, were presented to Bob Main and Ed Cynar, the first recipients of the award, which recognizes union dedication, was Daryl Dedman in 2001, said Local President Billy Montgomery, who offered gratitude to Designated Legal Counsel Hunegs, Stone, LeNeave, Kvas & Thornton for supporting the event.

Local 498, Allentown, Pa.
The Lehigh Valley Railroad Retirees’ 20th Annual last month drew 132 participants, said Retiree Program member Richard Brady, a 19-year veteran, while on duty early last month heroically assisted at the scene of a fatal traffic accident, extinguishing a car fire and aiding the injured until paramedics arrived, according to Local Chairperson Vic Buffoni.

Local 655, Bluefield, W.Va.
The Railroad Retirement Board sent congratulations to retired member Joseph Justice, who marked his 100th birthday on Sept. 6, 2002. Brother Justice was last employed as a conductor on the Norfolk & Western and has been retired since June 1968.

Local 770, Heavener, Okla.
More than 110, including members and their families, last month attended the Sixth Annual Christmas Party hosted by this Kansas City Southern local, said John “Sarge” Locke, who noted prizes donated by area banks and businesses were awarded through a raffle. Special thanks goes to Mr. & Mrs. Joe S. Stacy, Mr. & Mrs. Tommy Robertson, and Mr. & Mrs. Ken Holchammer for arranging the event, as well as to Mr. & Mrs. Johnnie Huff for their efforts throughout the year.

Local 942, Florence, S.C.
Members send their love and best wishes to CSX conductor and Local Chairperson Ronald Bailey, who was recently diagnosed with cancer. A local chairperson since 1983, he has collected more than a million dollars in time claims for fellow members of the local. Cards may be sent to him and his wife Linda at 848 Smith Dr., Florence, SC 29501, said General Chairperson Joe Woodcock.

Local 1608, Chatsworth, Calif.
Los Angeles MTA bus operator Richard Brady, a 19-year veteran, who was on duty early last month heroically assisted at the scene of a fatal traffic accident, extinguishing a car fire and aiding the injured until paramedics arrived, according to Local Chairperson Vic Buffoni.

Local 1697, Lubbock, Tex.
Local Chairperson Roy Arnold said the over-the-road bus operators employed by Texas, New Mexico and Oklahoma Coaches are bracing themselves for the effects of the new law allowing unrestricted travel of buses and trucks from Mexico on U.S. roads.

Local 1778, N. Vancouver, B.C.
The winter issue of Meeting Point, the newsletter for B.C. Locals 1778 and 1923, is now available on the locals’ joint website, said Secretary/Treasurer David Moorhouse (L-1778). Visit their website at http://www.utu.org/BC.

Local 1844, W. Colton, Calif.
Brother Danny E. Hook, loving husband, father, grandfather, friend, vice local chairperson and dedicated leader, passed away Nov. 21, 2002, following a short battle with cancer, said Secretary/Treasurer Terry Kelly. “His honesty and integrity will truly be missed,” Kelly said.

Local 1895, Chicago, Ill.
Members of this Norfolk Southern local voted at their October 2002 meeting to forego their Christmas party and instead donated the $4,000 budgeted for that purpose to Brother Greg Moore, who lost his right leg in a Calumet Yard switching accident, said Local Chairperson (E) Rich Rosch.

Local 1933, Washington, D.C.
Amtrak employees from this local were joined by those from Local 1470 (Edmonston, Md.) and Local 1522 (Washington, D.C.) at an all-crafts Christmas party last month attended by representatives from the UTU’s Washington, D.C., office. More than 800 attended the event, said Local Chairperson Ray Cunningham, who also serves as the union’s human rights coordinator.
News from UTU State Legislative Boards

Illinois

The UTU Illinois Legislative Director Joseph C. Szabo has been named co-chairperson of the Freight Railroad Subcommittee of the Governor’s Office of Railroad Operations.

Szabo has served on the state legislature for over 40 years and has been a member of the Transportation Committee since 2000.

New regulations affect bus drivers

There are new laws and regulations that went into effect in the past year which will affect the bus industry. For example, in September of 2022, new federal regulations were implemented that require all bus drivers to be drug tested randomly.

Drivers who fail a drug test will lose their license and will not be allowed to drive a bus until they pass a drug test.

Newly elected UTU members include:

- Arizona
  - James Critchley (807) Precinct and State Committeeman
  - David Shearer (807) Precinct and State Committeeman
- Colorado
  - James Wolchoin (807) Precinct Committeeman
- Connecticut
  - Buffalo McFadyen, spouse of Paul Ray (202), state representative
- Illinois
  - Eddie Johnson (1258) state representative
  - Montana
  - Bill Wilson (730) state representative
  - Brett Ryan (730) state representative
- Nebraska
  - George Bagby (866) state representative
  - P. Wayne Reese (28) state representative

Utah’s new contract

The GTW yardmasters have voted on a new three-year contract with the Grand Truck Western (GTW) and yardmasters have stated that they are satisfied with the terms of the new contract.

California’s new contract

The yardmasters in California have also ratified a new three-year contract with the California Railroad (CAR). The contract includes raises for all yardmasters and provisions for improved safety.

New elections

New elections will be held in 2023 for the following offices:

- Illinois State Legislative Director
- Texas State Legislative Director
- Arizona State Legislative Director
- California State Legislative Director
- Nevada State Legislative Director

Congratulations

Following last month’s issue of the UTU News that listed two UTU members who were elected to state office, the International’s News has received reports of other UTU members who were elected at the state and local levels.

I am very proud to hear about UTU members who have been elected to their state legislative bodies and other local offices,” said UTU International President Byron A. Boyd Jr. “I applaud not only their involvement in the political process, but their efforts in service to their communities.”

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- Nevada State Legislative Director

San Antonio, Toyota requires prospective manufacturing sites to have competing rail service, but the proposed site is served only by Union Pacific, which is refusing to negotiate dual-tracking rights with Burlington Northern Santa Fe Railroad. BNSF is the only other national carrier serving the city.

“The board members were carefully chosen,” said Hernandez. “To move this project forward, you have to have people who can influence policy in Washington— influence the movement of money in both Austin and Washington. This people also bring the technical expertise of building a railroad to the table.”

“I am honored to serve on this district,” English said. “I was kind of startled to find UTU had that much clout, more than some city officials.”

Also serving on the district are former San Antonio Mayor and Clinton Administration Housing Secretary Henry Cisneros, and RailTex, Inc., founder Bruce Flohr.

Oregon

State Legislative Director Delmer Hanson would like to remind all UTU members living in Oregon that state law allows a tax credit for all political contributions, including those to TPEL, the UTU’s political action committee (PAC).

“Your state tax credit is your contribution, limited to $100 on a joint return or $50 on a single or separate return,” Hanson said.

TPEL contributions help candidates that support UTU positions secure and retain elected office.

The legislative assembly will convene on Jan. 13, 2024, and Hanson said that the UTU’s pre-election efforts will make a difference in the upcoming session.

“Even though we have a Republican-controlled House and the Senate is split, the Oregon Legislative Board has developed a working relationship across the aisle, and (also) feel that Governor-elect Kulongoski will be sympathetic to our needs,” Hanson said. “I would like to thank the (local) legislative representatives for all their hard work and also thank our members who have continually volunteered to make TPEL contributions, along with those who have recently made this commitment.”

Bus Department

By Percy Palmer

New regulations affect bus drivers

There are new laws and regulations that went into effect in the past year which will affect the bus industry. Prior to September of last year, traffic violations, in most states, committed in your private vehicle would not affect your commercial drivers license. The Federal Motor Carrier Safety Administration (FMCSA) now says that driving convictions of driving for the influence of drugs or alcohol, or lose your regular license because of traffic violations, your commercial drivers license will also be taken away.

Complete information is available via the following link: http://www.fmcsa.dot.gov/aboutus/aboutus.htm.

The FMCSA is a states requiring states to enforce this law within three years or they could lose their federal highway funds and be stripped of their power to issue licenses.

We, as bus operators, must also be aware of new sensitivities: A bus driver was on a trip from New Jersey to New York and ran into traffic problems. He went off route in a seemingly good-faith effort to get his passengers where they were going on schedule. According to the report, some passengers began making a giant” that can be very powerful when used constructively.

Keep up the good work and stay alert.

Yardmasters

By Don Carver

GTW yardmasters vote new contract

Grand Truck Western (GTW) and its yardmasters have initialed a tentative three-year contract. Interest-based bargaining has proven its value as a negotiating process in the GTW negotiations. General Chairperson Lenny Forchione led the yardmaster committee negotiating team in this round. Through diligence and determination, many difficult issues were resolved. The proposed agreement addresses the issues of increased wages, entry rates, matching 401(k) payments and numerous work-rule improvements. The ratification ballots will be tallied January 15, 2023. Following ratification, the contract provisions will be fully discussed.

On occasion, crew consists violations create problems for yardmasters. Most, if not all, crew consist agreements contain language that bars the supplanting of a crewmember. Some of our yardmaster members grant a request to watch a track being shoved or, in some instances, take it on their own to watch shoes. Every year yardmasters receive varying degrees of discipline as a result of these actions. Permanent discipline has been assessed against yardmasters who have relieved the crews of their responsibility of watching a shoe, only to become distracted which resulted in a shove out and derailment. The Federal Railroad Administration has deemed the yardmaster who watches a shoe is to be attached to the crew and not be violating crew consist agreements. More importantly, we should not be putting our jobs in jeopardy when the carrier has agreed not to supplant a crewmember.
America's railroads rolling dice on safety

If you are looking for the oldest, established dice game in America, visit railroad tracks.

Every hour, railroads are rolling the dice on safety. Crews operating trains carrying deadly chemicals are being pushed beyond the ability to remain alert.

Railroads are ignoring warnings from the National Transportation Safety Board, the Department of Transportation and America's leading sleep scientists.

Fatigue in the cab is as common as dew and frost on the windshield this time of year. It's a crying shame. Too often it is a deadly shame.

And, one of these moments, it could become so horrific a shame that every family member will cry in sorrow. Their lifestyle is different, whether they operate buses or freight trains. They work around the clock and, too often, train schedule and work in turn. It is not only affecting their performance on the job, but it is causing domestic problems that include problems with children and maybe even the roof over your family's head.

The amount of freight hauled per employee has almost doubled since 1990, while freight hauled per employee hour since 1990 has increased by 85%.

That, brothers and sisters, is a success story and you are the success.

The AAR's little red book has some sad numbers in it also, however.

• Accidents per million train miles have been increasing steadily since 1997.

• Injuries and illnesses per 100 full-time employees, which had been decreasing until 1996, have shown no improvement since 1997.

These are two areas that concern us all and these numbers should be seen as warnings that the carriers, the Federal Railroad Administration and the National Transportation Safety Board should take seriously. In meetings with general chairpersons this month and next, I shall be discussing these and other safety problems and seeking suggestions as to how your UTU might be the catalyst of change to improve these safety numbers.

Given the weakness of our economy, the serious economic ills facing airlines, numerous corporate bankruptcies and the devastation of unemployment and loss of health care and pension benefits faced by so many Americans, UTU members are entering 2003 with unprecedented job security and solid economic gains.

Should we be satisfied? No, and you can be certain we are working everyday to improve future wages, benefits and working conditions.

The immediate task is protection of your health care benefit, solving the fatigue problem and jump-starting safety improvements on every railroad.

Rail-worker fatigue is a family matter

Most North Americans awake, have breakfast and commute to work, and return to their families in the evening. They attend their children's ball games and dance recitals, participate in meetings with teachers, attend religious events and occasionally enjoy concerts and other recreational events with family members and friends.

This is a life most UTU members may only dream about. Their lifestyle is different, whether they operate buses or freight trains. They work around the clock and, too often, without days off or sufficient hours off to permit adequate rest.

Too often, their family lives are a mess. Too often, the lives of their loved ones suffer because of their irregular work schedules. Far too often, railroad families have been broken apart by divorce due to the stresses inflicted on all family members by unpredictable and unreliable work schedules, absences and fatigue.

The fact is that most UTU members have no idea when they will go to work. When they go to work, they have no reasonable expectation of how long they will work. Forget about what time they will get home; too often they don't know what day they will get home!

When they do get home, they don't have the foggiest idea of how long they will be there. All they know is that, at the ring of the phone, they are expected to be back on the job. They literally are prisoners to the telephone, the cell phone or the pager.

You are reason for success

By Byron A. Boyd Jr.

The Association of American Railroads has been sending a little book to the new financial analysts and lawmakers. It's a little red book and it tells a very interesting story about productivity, or how much more valuable work is being done by every employee. It's called, "Railroad Facts: 2002 Edition," and says railroads "improved productivity substantially" last year and, as a result, "achieved solid financial results."

No company – not even railroads – can improve productivity. Only people can do that. And the people who have improved productivity and profits for railroads are the people reading these words – you!

Here is what the Association of American Railroads is saying about you:

• Your high-quality service helped provide allowed railroads to increase annual freight revenue by almost half a billion dollars.

• Your efforts helped railroads improve their profits (operating revenue minus operating expenses) by almost 5%.

• Railroad shareholders enjoyed an improved return on their invested capital that reached almost 8%, which is quite better than most investors did with stocks, bonds or savings accounts.

• Railroads increased their share of intercity freight ton-miles by almost a full percentage point at the expense of trucks and barges.

The amount of freight hauled per employee has almost doubled since 1990, while freight hauled per employee hour since 1990 has increased by 85%.

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The immediate task is protection of your health care benefit, solving the fatigue problem and jump-starting safety improvements on every railroad.

Have you considered the fatigue problem on your railroad?
Cleveland, Ohio – UTU members from all levels of the organization recently attended three events designed to share information and boost unity, including a meeting of general chairpersons’ associations and a mini-regional meeting – both in Tucson, Ariz. – as well as a special “Union Day” event put together by Local 243 in Fort Worth, Tex.

In the spring and fall of each year, the Western General Chairperson’s Committee (formerly the Southwestern General Chairperson’s Committee) and the Union Pacific General Chairperson’s Association join for a round-table meeting. Those attending discuss current issues, compare worksite developments, share problem-solving insights and skills, and learn the latest information from various guest speakers and presenters.

Most recently, the general chairpersons’ meeting was held in Tucson, Ariz., in conjunction with an annual mini-regional meeting hosted by the members of two Tucson-based Union Pacific locals, Local 807 and Local 1800, and coordinated by Local 807 Legislative Representative Thomas E. Moore Jr.

The general chairpersons met November 21 and 22 at the Doubletree Hotel at Reid Park, with the mini-regional at the same location on November 23.

At the general chairpersons’ meeting, UTU International President Byron A. Boyd Jr., Assistant President Paul C. Thompson and General Secretary and Treasurer Daniel E. Johnson addressed the group, and a presentation was delivered by Webb Rouse, a representative of the Quick Internet company, who talked about ways to build and maintain databases and make information available via the Internet.

Meanwhile, at the mini-regional meeting, nearly 200 members and their families enjoyed a social event offering a wealth of information and an opportunity for attendees to talk with President Boyd, Assistant President Thompson and General Secretary and Treasurer Johnson.

Also at the mini-regional were various UTU general chairpersons and state legislative representatives, Railroad Retirement Board Representative Gale Bowman, UnitedHealthcare Representative Charlene Payne, UTU Insurance Association (UTUIA) representatives, and numerous union officers from all levels.

But Tucson wasn’t the site of all the action. A month earlier, on October 22, the members of Union Pacific Local 243 in Fort Worth, Tex., held their annual “Union Day” event in Fort Worth.

Among the 80 members, guests and local and state representatives who attended the event and luncheon were various UTU International officers, said Local 243 Secretary Randy L. Reed.

Gift certificates to local restaurants and sporting goods stores, along with a UTU jacket and a knife made by a member of the local, were raffled off to raise funds for Local 243’s L.E. Thompson, who was recently injured in an automobile accident, Reed said.

During the “Union Day” event, Local 243 sponsored a blood drive for members and their families.

Chicago – The Railroad Retirement Board (RRB) has announced a new service that will allow Railroad Retirement annuitants to view their service and compensation history, the RRB said.

With the use of a personal computer equipped with an Internet connection, railroad workers will be able to view and print their record of railroad service months and compensation 24 hours a day, seven days a week.

This new Internet service is available on the RRB’s website at http://www.rrb.gov. From the “Mainline Services” page, you can access your service and compensation history, the RRB said.

To create your online account and obtain your username (PIN) and password, go to the RRB’s homepage, click on “Mainline Services” and set up your account. Once you have obtained your username (PIN) and password, return to the RRB website at the address provided above. Users should then click on “Mainline Services” at the top of the menu bar on the left-hand side of the page.

From the “Mainline Services” page, you can access your service and compensation history, request a replacement for your Medicare card, request a proof of your monthly annuity rate, request a duplicate tax statement, and create or change your username (PIN) and password.

Currently, a PIN and password are only necessary to access the service and compensation history. The PIN and password will also be required for some additional Internet services that will be available on the RRB website in the future, the board said.

To create your online account and obtain your username (PIN) and password from the RRB, simply click on “Create” and follow the instructions. A username (PIN) and password will be sent to you within 10 days through the U.S. mail.

Once you have obtained your username (PIN) and password, return to the RRB homepage, click on “Mainline Services” and set up your account.

After you have established your account, you will be able to access your service and compensation history, the RRB said.

The RRB said it has taken all reasonable and appropriate measures to ensure the security of your identity and of any information that is shared with the board.

Member serves as Santa Claus

Retired member John Locke of Local 770 in Homewood, Okla., who was honored at the UTUIA Volunteer of the Year for 2002, recently served as Santa Claus for the “Kansas City Southern’s Christmas Special.” The specially equipped train featured a reproduction of a steam locomotive, a fire car hauling Santa’s sleigh, and two decked-out cabooses, with fireplaces and Christmas trees, for Santa and his elves. “Santa” Locke visited with more than 1,500 children over two days. “There were some touching moments, I’ll tell you what,” Locke said. “Some of their stories would break your heart. They would hug you and tell you they loved you, and many didn’t want anything but a little care and a hug.” Locke said he was looking forward to serving as Santa Claus next year.
"Fatigue is a serious problem. The carrier is short of employees. People are irate. It’s the worst I can remember. The carrier is promising to hire more people, but it is going to take a while to get enough.

"The carrier is calling people all the time during their off-duty hours, when they are at home or when the calls are not expected, trying to get them to work jobs they don’t stand for. Our members are not, in the worst, I can remember.

"People the railroads hire now won’t accept the conditions being imposed. People won’t stand with their families. Our younger members are unhappy about being treated this way, but we find that in the last contract and that has helped a lot.

"We had 20 workhour agreements working this, but they were ripped out about five years ago. That is when the amount among the troops really started because employees now can’t get unlimited work.

"I don’t want government intervention. I would rather see something nego-

Richard Karstetter General Chairperson
Union Pacific

"Fatigue is absolutely a problem on Norfolk Southern. I have heard quite a few complaints. It is a problem because the carriers Cr is short of employees. We are seeing instances of employ-

Delbert Strunk General Chairperson
Norfolk Southern

"Fatigue is absolutely a problem on Norfolk Southern. I have heard quite a few complaints. It is a problem because the carrier is critically short of employees. We are seeing instances of employ-

Dave Snyder General Chairperson
Burlington Northern Santa Fe

"I represent about 450 switchmen on the former Great Northern (now part of Burlington Northern Santa Fe). Fatigue is always a problem. But about a year and a half ago, we came up with a solution for the guys who want it. Now, all our work and crews have to do two consecutive days off like the regular guys. For five days they work or are on call. At the end of the five-day period, they have two days off. They work the same five days every week.

"About half the guys in my committee are taking advan-

Anonymous wife of crew member

"In a wife of a 37-year railroad employee. Fatigue and harassment are working hand-in-

Mae Campbell Wife of a UTU member, mother

"My hope is that a positive resolution on the fatigue issue takes place before some disastrous and tragic event occurs. Wives and families suffer, too, from this epidemic of exhausted and absent husbands and fathers.

"Having been a railroadman’s wife for seven years, I have learned that railroading is not family friendly. I know I am not alone among wives whose husbands earn every holiday, every birthday and other important family events. When my own husband had what we thought was a serious medical problem, it took two months before he could finally make the necessary doctor appointment.

"There are any days my husband is so exhausted he literally does not know what day it is. My niece thought I was joking, so she put him to the test. He was off by three days. I wish my husband’s physical condition detections right before my eyes.

"The eight-hour rest rule is a joke. My husband always gets to work by 6 a.m. for eight hours since he has to commute to and from his on-duty point. I fear that he will fall asleep at the wheel some night driving home. He comes in at midnight and is called out by 5 a.m. Or he is in at 5 a.m. and is called out by 10 a.m. This is cruel and inhumane.

"I’d like to keep away from any type of government intervention and a one-size-fits-all solution. I don’t want government intervention. I would rather see something nego-

UTU News

"If railroads continue to refuse to sit down with the UTU to solve the fatigue problem mutually, then the UTU will find its own solution.

–UTU International President Byron A. Boyd Jr.

"We have filed more complaints regarding fatigue at state and federal levels than all other safety complaints combined.

–UTU National Legislative Director J.M. Brunkenhofer

When it comes to fatigue, every person at every level of an organization….must personally be responsible.”
–U.S. Department of Transportation

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John Hancock
General Chairperson
CSX/Florida East Coast

"We have fatigue issues on both the Florida East Coast and CSX.

The FEC issued a directive that all crews must be shown relaxed of their duties at 11 a.m. and 15 minutes after they went on duty and then transposed back to the terminal. The problem is they sit on the trains waiting to be picked up. The carrier is unable to properly relieve those crews. They must and be compensated for 12 to 15 hours, but then the carrier expects them back at work eight hours later. This creates a problem. They can’t get at least 15 hours of rest.

“On CSX we also are experiencing issues of crews left on a train on excessive amount of time. They make complete 12 hours on-duty, but then are out there up to 16 hours before they are relieved of duty.

Both of these problems would be best resolved by a scheduled railroad, where employees can program for uninterrupted rest. With the computer we have today, there is no reasonable excuse why the career cannot program calls for crews.

“The carrier is not hiring enough employees to allow for reasonable layoffs. They treat employees like pieces of equipment. They won’t hire more and work the devil out of the one they have.”

“Fatigue is always a problem. But about a year and a half ago, we came up with a solution for the guys who want it. Now, all our work crews have two consecutive days off like the regular guys. For five days they work or are on call. At the end of the five-day period, they have two days off. They work the same five days every week.

"About half the guys in my committee are taking advan-

To combat fatigue-related accidents, “there are very basic things to control such as minimum length, rest during off-duty periods, fatigue recovery time, long-term work limits and time of day acknowledgment.”

–Former NASA sleep scientist Dr. Mark Rosekind

“Coming to work sleep deprived is like coming to work drunk.”
–Stanford University sleep scientist Dr. William Dement

"To be able to work the devil out of the ones they have.

Unofficial Chairperson

When it comes to fatigue, every person at every level of an organization….must personally be responsible.”
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“On CSX we also are experiencing issues of crews left on a train on excessive amount of time. They make complete 12 hours on-duty, but then are out there up to 16 hours before they are relieved of duty.

Both of these problems would be best resolved by a scheduled railroad, where employees can program for uninterrupted rest. With the computer we have today, there is no reasonable excuse why the career cannot program calls for crews.

“The carrier is not hiring enough employees to allow for reasonable layoffs. They treat employees like pieces of equipment. They won’t hire more and work the devil out of the one they have.”

“Fatigue is always a problem. But about a year and a half ago, we came up with a solution for the guys who want it. Now, all our work crews have two consecutive days off like the regular guys. For five days they work or are on call. At the end of the five-day period, they have two days off. They work the same five days every week.

"About half the guys in my committee are taking advan-

To combat fatigue-related accidents, “there are very basic things to control such as minimum length, rest during off-duty periods, fatigue recovery time, long-term work limits and time of day acknowledgment.”

–Former NASA sleep scientist Dr. Mark Rosekind

“Coming to work sleep deprived is like coming to work drunk.”
–Stanford University sleep scientist Dr. William Dement

"To be able to work the devil out of the ones they have.

Unofficial Chairperson

When it comes to fatigue, every person at every level of an organization….must personally be responsible.”
–U.S. Department of Transportation

When it comes to fatigue, every person at every level of an organization….must personally be responsible.”
–U.S. Department of Transportation

John Hancock
General Chairperson
CSX/Florida East Coast

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"About half the guys in my committee are taking advan-
## Old Timers’ Club plans for the future

Back in 1979, Franklin D. Scott and a handful of others working on Atlantic Coast Line Railroad (ACL) had the idea that they might each miss out on the annual meeting. Today, Brother Scott, a member of Local 1105 in Wilmington, N.C., serves as president of the organization he helped create so he and fellow employees would be able to keep in touch.

“We meet four times a year, but we’re planning a regular monthly breakfast meeting. Retirees in the area should know they’re welcome to join us.”

The club’s annual dues are just $7 for couples and $5 for singles, with the money used for a sun- shine fund and social functions. The club also plays a role in supporting the Wilmington Railroad Museum, “We’re restoring a steam locomotive, and were lucky enough to find someone from the old Southern Railroad shops to dismantle the engine.”

After serving in the Army, Scott began his career on the Great Northern as a switchman in November 1953, joining the Switchmen’s Union of North America in Fargo, N.D. “I got laid off, we visited my wife’s family in Fayetteville, N.C., and that’s when I started working on the ACL.” A merger changed the railroad into the Seaboard Coast Line, and when Scott retired in December 1994, it was part of CSX.

Along the way, Scott spent 15 years as a chairperson with Local 1105, and eight years as assistant state legislative director.

Contact Scott by writing to him at 3025 Rachel Place, Wilmington, NC 28409, calling him at (910) 792-9280 or by sending e-mail to him at wdmxsl@ec.com.

## Early retirement plan boosts lifetime maximum to $84,100

CLEVELAND, Ohio – As of Jan. 1, 2003, the lifetime maximum benefit for each index Steal covered under the Railroad Employees National Early Retirement Major Medical Benefit Plan (United Healthcare’s Policy GA-46000) increased from $79,000 to $84,100. In general, the GA-46000 policy provides retirees health and welfare coverage from the time they retire until their 65th birthday or Medicare coverage becomes available.

The lifetime maximum is the total amount the policy will pay to an individual receiving coverage under the policy.

Those who retire and are eligible for GA-46000 can also purchase supplemental coverage under GA-23111, Plan E. Generally, Plan E pays 70% of the expenses not paid under GA-46000 and has a lifetime maximum benefit of $200,000. Generally, those who benefit from the GA-46000 policy are retirees who, on the day before applying for their retirement annuity, were covered under the Railroad Employees National Health & Welfare Plan or the NRC/UTU Health and Welfare Plan. The policy also provides coverage to eligible dependents who are not covered under Medicare.

The lifetime maximum benefit is adjusted each year based on the medical cost component of the Consumer Price Index. The increase to $84,100 is the result of negotiations between labor and railroad management that ultimately led to passage of the Railroad Retirement and Survivors Improvement Act, which was signed into law Dec. 21, 2001.

For individuals thinking about retirement in the near future, health coverage is an important consideration. The information below summarizes the eligibility requirements for coverage under GA-46000.

### Eligibility rules for age annuitants:

An age annuitant (as opposed to a disability annuitant) is eligible for this coverage if he applies for a 60/30 annuity (retirement at age 60 with 30 years of service) for which he is eligible under the Railroad Retirement Act on or after the date he reaches age 60, or anytime during the three months prior to his 60th birthday, providing the employee continued working into the month before the month in which he turns 60. On the day before applying for the annuity, the employee must be covered (other than under COBRA) by the Railroad Employees National Health and Welfare Plan or the NRCUTU Health and Welfare Plan.

### Eligibility rules for disability annuitants:

A disability annuitant is eligible for coverage under GA-46000 if he has a current connection with the railroad industry, has applied for a disability annuity to which he is entitled, and is covered (other than under COBRA) by the Railroad Employees National Health and Welfare Plan or the NRCUTU Health and Welfare Plan on the day before he reaches age 60, the date he became disabled, or the date his railroad service totaled 30 years – whichever date is latest.

### Enrollment necessary

It is very important to remember that railroads will not report employees to UnitedHealthcare as being eligible for GA-46000. Those who are retiring must enroll themselves and their families with UnitedHealthcare. This can be done in two ways:

- You can purchase GA-23111, Plan E. Eligibility for GA-46000 will be verified when enrollment for GA-23111 is processed. ID cards for both GA-46000 and GA-23111 will be sent to the retiree. A booklet explaining Plan E benefits and an enrollment form can be obtained by calling UnitedHealthcare.

- You can complete and return the “Retiree and Dependent Information” form found in the center of the GA-46000 employee booklet. Eligibility will be verified and a GA-46000 ID card will be sent to the retiree. Employees or retirees can obtain a GA-46000 booklet from their employers or union.

Those with questions about GA-46000 should call UnitedHealthcare at the toll-free number 1-800-842-5252.

### T H E  F I N A L  C A L L

Following are the names of members of the UTU Retiree Program who have died recently, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Retiree Program members.

### Old Timers’ Club

<table>
<thead>
<tr>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Graves, Ronald J.</td>
<td>Toledo, Ohio</td>
</tr>
<tr>
<td>5 Vogel, Charles E.</td>
<td>Overland Park, Kan.</td>
</tr>
<tr>
<td>68 Strässberger, Earl D.</td>
<td>Rutherford, NJ.</td>
</tr>
<tr>
<td>98 Lundy, Jack M.</td>
<td>Beaverton, Iowa</td>
</tr>
<tr>
<td>200 Lessik, Frank A.</td>
<td>Hudson, Ind.</td>
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<tr>
<td>281 Hayes, Edward J.</td>
<td>Enfield, N.H.</td>
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<tr>
<td>291 Green, Floyd L.</td>
<td>Columbus, Tex.</td>
</tr>
<tr>
<td>298 Gillbert, Vern Y.</td>
<td>Peru, Ind.</td>
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<tr>
<td>419 Robertson, Thomas J.</td>
<td>St. Petersburg, Fla.</td>
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<tr>
<td>440 Kuhl, John E.</td>
<td>Goshen, Ohio</td>
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<tr>
<td>447 Henningsen, Eugene E.</td>
<td>Ft. Madison, Iowa</td>
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<tr>
<td>448 Anthony, Ken E.</td>
<td>Belp, N.M.</td>
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<tr>
<td>453 Kemp, Joseph R.</td>
<td>Freeport, Ill.</td>
</tr>
<tr>
<td>454 Joseph, Joseph P.</td>
<td>Dallas, Pa.</td>
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<tr>
<td>514 Koster, R.J.</td>
<td>Allegan, Pa.</td>
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<tr>
<td>544 Knadovitz, Martin C.</td>
<td>Havre, Mont.</td>
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<td>557 McKinney, L.C.</td>
<td>Enfield, N.H.</td>
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<tr>
<td>571 Price, Iyle</td>
<td>Enfield, N.H.</td>
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<tr>
<td>587 Reeves Jr., O.E.</td>
<td>White River Jct., Vt.</td>
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<tr>
<td>587 McAlister</td>
<td>McLean, Va.</td>
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<tr>
<td>587 Chapman, D.L.</td>
<td>Woodville, N.H.</td>
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<tr>
<td>587 Farnham Jr., J.L.</td>
<td>N. Haverhill, N.H.</td>
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<tr>
<td>594 McFarland, J.B.</td>
<td>Lebanon, N.H.</td>
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<tr>
<td>611 Wolfort St., William</td>
<td>E. Williamsport, Md.</td>
</tr>
<tr>
<td>691 Manos, John G.</td>
<td>Canton, Ohio</td>
</tr>
<tr>
<td>713 Clague, George A.</td>
<td>St. John's, N.F.</td>
</tr>
<tr>
<td>720 Brummett, Albert J.</td>
<td>Jersey, Tenn.</td>
</tr>
<tr>
<td>730 McCray, Terence</td>
<td>Leon, N.M.</td>
</tr>
<tr>
<td>812 Magnuson, Herbert A.</td>
<td>Ashland, Wisc.</td>
</tr>
<tr>
<td>835 Jewell, Raleigh L.</td>
<td>La Verne, Cal.</td>
</tr>
<tr>
<td>1007 Clark, Robert V.</td>
<td>Camillus, N.Y.</td>
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</tbody>
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### Retiree Program News

<table>
<thead>
<tr>
<th>Name</th>
<th>City/State</th>
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<tbody>
<tr>
<td>1081 Provencal, Norman G.</td>
<td>Phoenix, Ariz.</td>
</tr>
<tr>
<td>1177 Zetling, Donald E.</td>
<td>Petham, Minn.</td>
</tr>
<tr>
<td>1365 Canterino, John P.</td>
<td>N. Palm Beach, Fla.</td>
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<tr>
<td>1375 Clement, James W.</td>
<td>Salt Lake City, Utah</td>
</tr>
<tr>
<td>1376 Lehman, William J.</td>
<td>Columbus, Ohio</td>
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<tr>
<td>1376 Wiley, Robert L.</td>
<td>Colorado Springs, Col.</td>
</tr>
<tr>
<td>1440 Spahr, A.</td>
<td>Boston, Va.</td>
</tr>
<tr>
<td>1447 Allen, John L.</td>
<td>Fredericksburg, Va.</td>
</tr>
<tr>
<td>1549 Graf, Julius E.</td>
<td>Toledo, Ohio</td>
</tr>
<tr>
<td>1557 Thompson Jr., Bedford F.</td>
<td>Grenada, Miss.</td>
</tr>
<tr>
<td>1571 Can, Jess R.</td>
<td>Farmington, N.M.</td>
</tr>
<tr>
<td>1673 Woradzak, Lawrence J.</td>
<td>El Paso, Tex.</td>
</tr>
</tbody>
</table>

Note: erroneously included in this listing last month was Howard Sriedel, a member of Local 365 residing in Canfield, Ohio.
Cassel, Douglas B. 891 Whitefish, Mont.
LaBorde, Robert D. 867 Des Moines, Iowa
Jazdzewski, Jeffrey Mark 582 Stevens Point, Wis.
Compton, Clint 581 Green Bay, Wis.
Carter, Curtis W. 581 Green Bay, Wis.
Howard, Daniel S. 544 Havre, Mont.

DOLLAR-A-DAY CLUB ($365 OR MORE PER YEAR)
DIAMOND PLUS CLUB ($400 OR MORE PER YEAR)

UTU Auxiliary Lodge 445 Roseville, Calif.

Distinguished retired officers pass away

CLEVELAND, Ohio — A retired former UTU International vice president and a retired former general chairman for conductors recently passed away.

Former UTU International Vice President Lawrence J. Wotaszak passed away November 25 at age 81. Former General Chairman Charles G. Kunze passed away December 3. He was 90 years old.

Brother Wotaszak, a member of Local 165, Grand Rapids, Mich., was born in Ludington, Mich. He began his career as a train brakeman and conductor on the Chicago & Ohio Railroad in 1955 and was promoted to conductor the same year.

Wotaszak joined the Brotherhood of Railroad Trainmen (BRT) Local 1064 (now UTU Local 165), where he served as vice president and president of the lodge. In 1958, he was elected vice chairman, and in 1962, chairman of the local grievance committee. Also in 1962, Wotaszak was elected general chairman of the C&O Lines North.

At the 1975 UTU convention, he was elected an alternate vice president. He advanced to vice president in 1978 and was re-elected to the post at the 1979, 1983, 1987 and 1991 conventions.

Brother Wotaszak also served as director of the UTU Field Service Department and as secretary of the Railroad Laborers’ Executive Association’s committee handling matters concerning Conrail.

Brother Wotaszak served in the U.S. Marine Corps from 1949 to 1952. He is survived by his wife Jane, one son and three daughters.

Kunze, a member of Local 265 in Pocatello, Idaho, was born May 21, 1912, in Buhi, Idaho. He began his rail career on the Union Pacific (Central) as a brakeman/conductor, and in December 1942, joined Local 209 of the Order of Railway Conductors & Brakemen (ORC&B), a UTU predecessor union.

He served the ORC&B as a general chairman for conductors, a position he held after retirement in 1969 and until his retirement in January 1975.

Memorials may be given in Brother Kunze’s memory to the Central Christian Church Memorial Fund, 918 E. Center St., Pocatello, ID 83201.

He was 90 years old.

T P E L  H O N O R  R O L L

Individuals who have begun contributing to TPEL or increased their donations to $100 or more per year, during the previous two months


Wyndham Philadelphia at Franklin Plaza
17th and Race Streets, Philadelphia, PA 19103
Reservation telephone numbers: (800) 222-8733 toll free; (206) 246-8600 hotel direct
Room rate: $149/night single/double; $139/nite/triple; $149/night quad
Parking: $12/day self parking
Reservation deadline: May 6, 2003

UTU QUADRENNIAL CONVENTION
Mon., July 28, to Fri., August 1, 2003
Hilton Anaheim, 177 Convention Way, Anaheim, CA 92802
Reservation procedures will be announced in the near future

EASTERN REGIONAL MEETING
Wyndham Philadelphia at Franklin Plaza
17th and Race Streets, Philadelphia, PA 19103
Reservation telephone numbers: (800) WYNDHAM or (215) 448-2000 hotel direct
Room rate: $249/night single, double, quad
Parking: $12/day self parking
Reservation deadline: 5 p.m. EST Tue., July 29, 2003

Mark your 2003 calendar with these meeting dates

Here is preliminary information for the 2003 UTU/UTUIA Regional Meetings and the UTU Quadrennial Convention. Additional details will be announced as they become available. Check the UTU and UTUIA websites for the latest information:

WES T E R N  R EG I O N A L  M E E T I N G
DoubleTree Hotel, Seattle Airport
18740 Pacific Highway South, Seattle, WA 98188
Reservation telephone numbers: (800) 222-873 toll free; (206) 246-8600 hotel direct
Room rate: $129/night single/double; $139/nite/triple; $149/night quad
Parking: $12/day self parking
Reservation deadline: May 6, 2003

www.utula.org
UTUIA seeks 2003 Volunteer of the Year

The United Transportation Union Insurance Association is looking for a special person to honor as its 2003 Volunteer of the Year.

Do you regularly volunteer at a hospital or nursing home? Do you lead a Boy Scout or Girl Scout troop or work with the handicapped? Are you involved in some other activity that benefits those in your community?

A panel of judges at the UTU International will review all submissions and select the 2003 Volunteer of the Year.

The individual selected as UTUIA Volunteer of the Year will receive a $1,000 U.S. Savings Bond and a plaque of appreciation from UTUIA. Additionally, he or she will be honored at the 2003 UTU/UTUIA Regional Meeting nearest his or her home (all expenses paid by UTUIA).

The outstanding individual will be notified by registered mail, and certificates of appreciation will be forwarded to runners-up as soon as possible.

Deadline for submission of nominations is Friday, February 28, 2003.

The nomination form should be mailed to: UTUIA Volunteer of the Year, Attn.: Sandra Kranick, UTUIA Fraternal Coordinator, 14600 Detroit Ave., Cleveland, OH 44107-4250. Don’t forget to include a separate sheet of paper describing your volunteer activities.
Education is the key to success. The key to an education can be a United Transportation Union Insurance Association scholarship. With college enrollment time upon us, we strongly urge all eligible persons to take a few minutes to fill out the UTUIA scholarship application form printed below and apply for a UTUIA scholarship. It will be one of the smartest things they ever do.

This is the 29th year UTUIA is making available 50 continuing $500 scholarships for its members, and the sons, daughters and grandchildren of its members. We are very proud of our scholarship program, a pride that comes from helping thousands of college students over the years. We realize the amount awarded, $500 a year, doesn’t meet the full cost of the recipient’s education, but in this way we can help a larger number of students with educational costs. They may use the scholarship money for tuition, learning materials or other related expenses.

UTUIA scholarship winners will receive the full amount of the award each year for up to four years of undergraduate study as long as they maintain a satisfactory academic record.

With a UTUIA scholarship, we hope to give the recipient the opportunity for a full-time education instead of a part-time education, day school instead of night school, higher education instead of basic training.

We are proud also in knowing that UTUIA scholarship recipients are enrolled in some of the finest and most prestigious colleges and universities in the world. We also can point proudly to the many achievements of past scholarship winners who have contributed so much to our great nation.

UTUIA is proud and happy to provide these scholarships for they are an opportunity for achievement. The success of deserving students is our success and the benefits are boundless. The key to success is education, and the key to education is a UTUIA scholarship. Take a minute to apply for the chance of a lifetime.

As the saying goes: “If you think education is expensive, try ignorance.”

Byron A. Boyd, Jr.
International President

DISTRIBUTION

Fifty continuing $500 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are prorated according to the number of UTU and UTUIA insurance members in each of nine districts. Names of the 50 scholarship winners for the academic year 2003-2004 will be drawn at UTUIA Headquarters in Cleveland after the March 31, 2003, deadline for submission of applications.

ELIGIBILITY

Requirements for a scholarship applicant are that he or she be at least a high school senior or equivalent; age 25 or under; be a UTU member or UTUIA-insured member, the child or grandchild of a UTU member or UTUIA-insured member, or the child of a deceased UTU member or UTUIA-insured member. (If member is deceased please include date of death). UTU members or UTUIA-insured members must be U.S. residents.

Applicants also must be accepted for admission or already enrolled for at least 12 credit hours per quarter or semester at a recognized institution of higher learning (university, college or junior college, nursing or technical school offering college credit). Graduate schools are not included. Families of full-time international officers are not eligible.

AWARDS

Scholarships are awarded on the basis of need, not grades. A UTUIA scholar, however, is expected to maintain a satisfactory academic record to keep the scholarship for the full four years.

ADMINISTRATION

The UTUIA Scholarship Committee decides whether individual scholarships should be continued or discontinued. Each successful applicant must provide annual proof of eligibility on or before a deadline set by the scholarship committee to qualify for a continuing award. The day-to-day management of the program is handled by the office of the UTUIA General Secretary and Treasurer.

INVEST IN THE CHANCE OF A LIFETIME

The UTUIA Scholarship Program is an open program. All eligible students, regardless of previous grades or future plans that don’t happen to include college, are strongly urged to apply, to take five minutes to invest in the chance of a lifetime, the chance for a better future.

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This month’s winning photo:

This month’s winning photograph was taken by Ron Wagner, a member of Local 161 at Seattle, Wash. Wagner’s photo is of a Gray Line of Seattle bus taken on Mt. Rainier, Wash., at an elevation of 5,400 feet.

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

The winning photo will be published in the UTU News.

Exceptional photographs will be included on the UTU website.

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 44107-4250.

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.

www.utu.org / www.utuia.org

Information, Please

I would like more information on UTUIA’s products. Please Print.

Full Name 

Sex 

Date of birth

Address 

City 

State 

ZIP

Telephone Number with Area Code 

UTU Local Number

Complete and mail to: UTUIA Sales Dept., 14600 Detroit Ave., Cleveland, OH 44107-4250 1/03

Celebrate the New Year

With One Less Worry!

Almost everybody has a mortgage, car payments, credit card bills and family financial obligations.

These bills keep arriving even if you are not able to work because of injury or illness, or even death.

There is a need to provide an income for yourself, your spouse and other family members who depend upon you for financial support should misfortune strike you down.

We can solve your problem by tailoring our Ultimate Par, Ultimate Term or Disability Income products to provide you with financial peace of mind… and one less worry!

Give us a call at 1-800-558-8842 or complete and return the coupon below to receive more information.

Contact UTUIA!