



# Chronicle

Second Quarter 2012

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Trooper on a Train event educates public, raises awareness Page 6.



Apprentice begins trek toward journeyman

# Farm land lease leads to employee donation

A farming operation that leases A&S land donated \$6,500 to the Union Pacific Employee Club's Friend to Friend Network on behalf of A&S employees.

Barry McMillin, who owns and operates Bluff View Farm Inc., has a farm lease with the A&S issued years ago. He farms more than 100 acres in St. Clair County, most of which is located in the Washington Park area.

He notified the A&S that Bluff View Farm has prospered, and the land leased from the railroad played a role in the business' good fortune. He asked how he could show his gratitude to the railroad's employees with a donation. One suggestion was a donation to the Friend to Friend Network, which would benefit A&S employees, as well as Union Pacific employees, retirees, and their spouses and children in times of need.

McMillin presented a check to A&S Conductor Tom Waldron who helps coordinate donations to the network.

The lease agreement is a mutually advantageous one. Bluff View Farm's maintenance and day-to-day security of the property eliminates need for the railroad to provide it.

Farm leases such as those with Bluff View Farm are a big win for the railroad. Bluff View raises horseradish, corn, soybeans and winter wheat.

Waldron forwarded McMillin's donation to Richard Baldwin, Friend to Friend treasurer. He responded with a letter of appreciation to Waldron and other A&S employees.

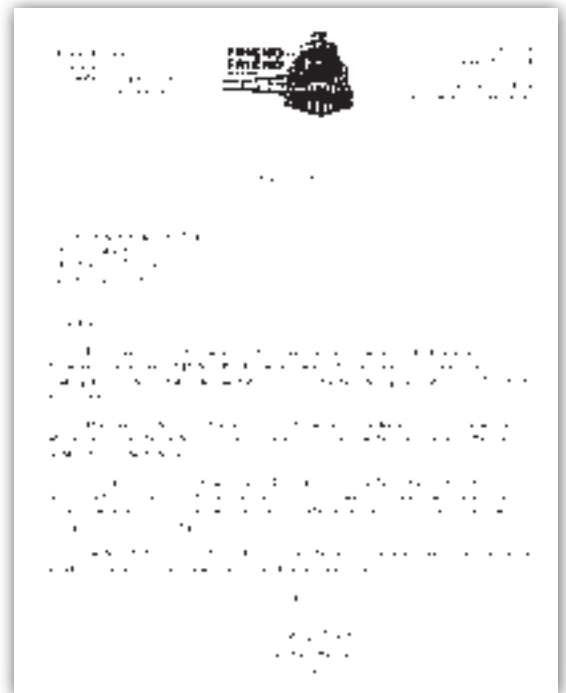
Mike McCarthy, general manager, was instrumental in the process, Waldron said. Dave Smith, chief clerk to the director-track maintenance, also helped coordinate the transaction.

"It all went down without a hitch," Waldron said. "I can't say enough good things about the Friend to Friend Network. It's a fantastic organization. It has helped A&S employees, their families and countless others."

He thanked McMillin and Bluff View Farm for the contribution. Waldron also said it's great to work with Baldwin.



Barry McMillin, operator of Bluff View Farm Inc near Caseyville, Ill., left, presents a donation to Tom Waldron, conductor and UPEC Friend to Friend Network ambassador, for the network on behalf of A&S employees.



## Help for railroad families just a call away

The Friend to Friend Network is a nonprofit, tax-exempt organization created in July 2004 to help Union Pacific employees, retirees and their spouses and children in times of need.

Throughout the years, the charity has helped hundreds of railroad families who suffered major tragedies including weather disasters, major health problems, fires and evacuations from their family home.

The network is operated by active and retired UP employees. All donations collected go directly to railroad families in need.

Please make checks payable to U.P.E.C. Friend to Friend, c/o Richard Baldwin, 303 Pickwicket, Conway, AR 72034. Help from the Friend to Friend Network is just a toll-free phone call away. Calls are answered

24/7 and checks are usually on the way the next day.

Don't let suffering railroad families near you be overlooked. Call the Friend to Friend helpline today at 800-457-7962.





Chefs preparing steaks for the spring safety lunch include, from left, Jim Bland, B&B mechanic; Pete Hoffman Sr., safety coordinator; Travis Bruns, local training coordinator; and Van Anderson, B&B supervisor.



From left, Jeff McGuire, superintendent-transportation, and Jimmie Hessling, manager-train operations, prepare to serve lunch to employees.



From left, Nancy Fassold, RN, occupational health nurse, serves a side dish to Roger Cooper, electronic technician.



Safety lunches are served quarterly to thank employees for their dedication to work without injury or incident.

## It's called a 'Safety Lunch' for good reason

It's a quarterly A&S tradition.

Employees enjoyed an April 26 spring safety lunch. While they appreciated the great food, they also understand the purpose of the event — to highlight safety and unity.



Employees enjoy the safety luncheon April 26.

## Gossett understands importance

Hump jobs are among the most crucial assignments to maintain velocity, keep traffic fluid and ensure the railroad operates at peak efficiency.

No one has to tell that to Curtis Gossett, conductor, who works the YAS212 hump job. Whether he is pulling pins or trimming and coupling cars to shove them west so more can enter bowl tracks, he understands the importance of his assignment.

Gossett joined the railroad in July 2006. Previously, he worked three years in a hardware store and attended

Southwestern Illinois College in Belleville. He learned the railroad was hiring from his uncle, Rick Czapl, bowl yardmaster.

Gossett mostly enjoys working outside and performing duties such as switching or remote control operations. His career is reportable injury free. To stay safe, he remains focused on the task at hand, but also alert and aware of his surroundings.

He resides in Cahokia, Ill., and plans to marry his fiancée, Tinisha Webb, next spring.

Curtis Gossett, conductor, prepares to work in the rain on the YAS212 hump job.



## ABOVE & BEYOND

A&S salutes and thanks the following individuals who worked above and beyond assigned duties.

### TRANSPORTATION

Dave Brown, yardmaster  
Tina Rupert, yardmaster

### CLERICAL

Steve Gherardini

## SERVICE ANNIVERSARIES

A&S congratulates the following employees for reaching their service anniversaries:

### 20 Years

Nick Hill, locomotive engineer  
Tim Middleton, carman/welder radio  
Robert Miller, carman radio  
Cliff Pratt, machine operator

### 10 Years

Adam Beaston, signalman  
Travis Bruns, local training coordinator  
Troy Jones, carman/welder  
Joe Korunka, locomotive foreman  
Danny McMahan, carman/welder radio

# MofW employees continually meet

Maintenance of Way employees recently completed significant projects and more are under way or planned for this summer.

A group of MofW employees gathered recently to review the team's accomplishments and consulted each other on the progress of unfinished projects. David Hulsey, vehicle operator; Derek Johnson, surfacing gang foreman; Sal Maloata, machine operator and safety captain; Isaac McCray, machine operator; and John Pratt, manager-track maintenance, exchanged ideas, listened to each other's opinions and provided reports to keep themselves and other employees in the loop.

## Track extensions

Two major track extensions that went into service May 4 provide significant benefits to railroad operations. Track Nos. 627 and 628 on the south side of the departure tracks were extended on the east and west ends. Those tracks now can accommodate BNSF crude oil trains.

The first crude oil train through A&S Feb. 20 marked an important milestone. It not only provides additional revenue, but demonstrates a route through which A&S can safely facilitate velocity. The A&S now handles two unit trains of crude oil tankers per day each way. By the end of the year, however, the railroad expects up to four trains each way per day.



From left, Sal Maloata, machine operator and safety captain; David Hulsey, vehicle operator; Derek Johnson, surfacing gang foreman; Isaac McCray, machine operator; and John Pratt, manager-track maintenance, discuss a project to enhance railroad operations.



Maintenance of Way employees coordinate the installation of a new track panel on Track No. 627.



Employees conduct job briefings before they shift gears to a new aspect of the extension of Track No. 627.



Teamwork is an essential aspect of any successful MofW project, such as the extensions of Track Nos. 627 and 628.

Employees completed the track extensions in eight days, extending them from nearly 4,000 feet to 7,800 feet. The project was completed without incident or injury.

The collaborative enterprise required the relocation of one crossover and the installation of two new switches, one No. 7 and one No. 9, to replace older

ones on the east end. On the west end, employees replaced 1,000 feet of existing track with 1,400 feet of new lead to the Cottonbelt Track. They replaced switches, one on the No. 3 lead and another on the inside of Nos. 627 and 628. New concrete highway-rail grade crossings were installed on both ends of the tracks and the west end of the

## Tight-knit group operates like well-oiled machine

Maintenance of Way employees have worked more than 442 days without a reportable injury as of May 7.

"Morale is good," said Derek Johnson, surfacing gang foreman. "Employees stay focused on the task at hand and use the processes and procedures they have learned through Total Safety Culture."

Employees have a good understand-

ing of their jobs and how to perform them safely, said David Hulsey, vehicle operator. They also personally care about each other's safety.

"It's a pleasure to work with employees of Maintenance of Way and other crafts," said Isaac McCray, machine operator.

Not only do employees watch out for each other's safety, but foremen, manag-

ers and directors really care about their well-being, he said. They provide the training and resources employees need to continue to work safely and efficiently.

Sal Maloata, machine operator and safety captain, said employees' thorough job briefings, good planning, continuous communication, rules compliance and use of the TSC process add up to ensure a safe and productive team.



Rails and ties are removed to extend a track that will accommodate unit BNSF Crude Oil trains.



The installation of new rail is carefully planned, with everyone involved on the same page.



Randy Rose, carman/toolman

## Cottonbelt Lead.

Employees used premium material on the extensions such as rail clips, 9-foot crossties, 136-pound continuous welded rail and state-of-the-art tie plates.

“The project was completed with very little disruption to service,” Pratt said. “It was well-planned and coordinated. There was great cooperation between the Engineering and Transportation departments.”

Service disruptions were minimized by building 1,100 feet of track on the east end with ballast dumped and spread before it was tied to the existing track. The same methodology was used on the west end.

Engineering employees consulted with their Transportation counterparts to ensure a smooth process. Trains were rerouted to provide a 48-hour track window on the east end and an eight-hour window on the west end.

Signal employees installed AEI readers and power to switches on the east end of the two tracks.

## Cahokia Industrial Lead/other

MofW employees also recently completed a project calling for a new switch and 700 feet of new track on the Cahokia Industrial Lead.

A customer is building more than two miles of track circling a new coal unloading facility along the Mississippi River. The new track and switch will enable the coal unloading customer to receive A&S trains. The two-day project went smoothly.

Plans have been completed to extend the Third Rail Track by nearly 6,000 feet. An auxiliary track, the extension will enable the track to store crude oil trains as needed.

Plans also have been completed to expedite trains on the main line from Milepost 14.75 to Milepost 17.50. The track will be upgraded with 4,000 new ties, a new switch and new rail.

Still another project on the horizon is the extension of Mitchell Tracks 5 and 6 by thousands of feet. The extensions will provide additional storage space for the crude oil train.

## Rose Finds Opportunities

Randy Rose, carman/toolman, was looking for new opportunities when he found the railroad Feb. 6. He knew the industry offered good wages, benefits and retirement, but quickly learned it also provided quality training and opportunities to advance his career.

He previously worked seven years as a union concrete truck driver in South Roxanna, Ill. He also had prior automotive mechanical experience and completed community college courses.

“It’s going excellent,” he said. “I like it. It’s a good job with great co-workers, managers and supervisors.”

Rose began his new career in the classroom, learning Total Safety Culture, fall protection, and car mover, forklift and carman training. On-the-job training included working under the tutelage of experienced employees. He became a qualified welder after training in Dupou, Ill.

He enjoys the camaraderie among co-workers. Although he has become proficient in many duties, he said there is much more to learn.

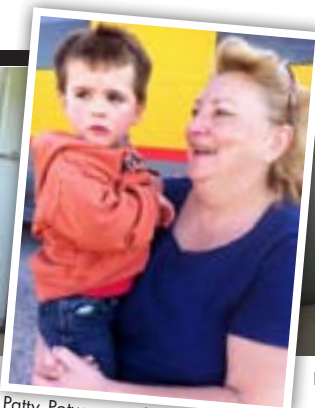
“I sincerely appreciate the way the company emphasizes safety,” Rose said. “It’s clear it personally cares about its employees and my co-workers care about keeping each other safe.”

He lives in Collinsville, Ill., with his wife, Carrie, and children, Payton, 8, and Jayden, 3. Away from work, he enjoys family time and attending Payton’s soccer games. Rose also enjoys skeet and fish shooting and fishing with his children. He likes to catch enough during the season to enjoy a fish fry.

“It’s the best career move I’ve ever made,” he said. “I look forward to a long, injury-free career and retirement from the railroad.”



Bruce Smith, conductor and local general chairman-UTU (T&E), left, and William Lain Jr., UTU international officer/organizer



Patty Potwora, wife of Joe Potwora Jr., car foreman, prepares to board the train with their grandson, Jacoby Danco.



Locomotive engineers in training



Terry Bass, car foreman, and son, 1

# TROOPER ON A TRAIN EVENT EDUCATES PUBLIC, RAISES AWARENESS

As part of its 17-day excursion, a trooper on a train event originated May 16 at A&S and made two trips to Mitchell, Ill.

“It was a successful event because of the work of employees behind the scenes,” said Gary Lottmann, A&S chief of police. “Employees from every craft helped ensure the train’s mission was safely achieved.”

The event is part of A&S and UP efforts to increase public safety awareness and decrease vehicle-train collisions, and a joint effort of the Illinois State Police and A&S, NS and UP special agents. Operation Lifesaver presenters also spoke to more than 300 passengers.

The event has originated from the A&S the past three years.

Agents aboard may target grade crossings with a high number of motorists who ignore railroad warning signals. Nearly 95 percent of all highway-rail grade crossing accidents are caused by risky driver behavior, according to the U.S. Department of Transportation.

Officers issued 10 citations and two warnings. Drivers often put themselves and their passengers in harm’s way by ignoring railroad warnings such as crossing signs, bells, lights and gates. Motor vehicle laws require drivers to treat railroad crossing signs as yield signs and stop at least 15 feet from the nearest rail at crossings when warning signals indicate a train is approaching.

The train included two locomotives, a dome car, passenger car and a business car. Its passengers included representatives from surrounding municipalities, fire and police representatives, A&S customers, two FRA representatives, CN and Terminal Railroad



Van Anderson, B&B supervisor, and his grandson, Jackson, 1

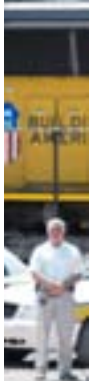


From left, Jeff McGuire, superintendent-Transportation; Bill Penberthy Jr., senior manager-operating practices; David Willis, representative from A&S customer Gateway Terminals LLC; and Steve Augustine, assistant superintendent, gather before boarding the train.

Association guests, and employees and their spouses, children and grandchildren. Many learned a great deal about highway-rail grade crossing safety from the Operation



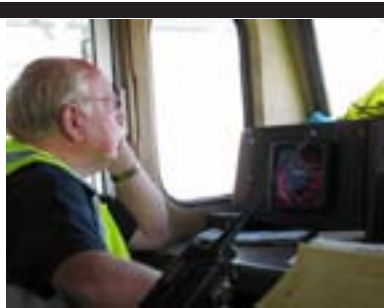
Gary Step...  
Glen Mick,



Law enforce...  
chief of pol...  
special ag...  
Schank, IS...  
sergeant; K...  
and Darrin



Darius, 20



Barry Norman, conductor



Jean Pullen, manager-administration, provides refreshments and information for train passengers.



Mike Goodwin, locomotive engineer

# NESS



Steve Augustine, assistant superintendent, and grandsons, Kaden and Kanon Augustine, are thrilled about their train ride.



Mike Taylor, manager-operating practices



From left, Kaden and Kanon Augustine, grandsons of Steve Augustine, assistant superintendent, are thrilled about their train ride.



Law enforcement personnel aboard the train include from left, Gary Lottmann, A&S sergeant; Jarrod Leckrone, Illinois State Police trooper; John Clemons, UP senior sergeant; Devin Watts, ISP trooper; Thomas Williams, A&S patrolman; Erik Penberthy Jr., ISP trooper; Terry Goodwin, A&S patrolman; Mike Hartmann, ISP master sergeant; Kevin Wilson, Norfolk Southern special agent; Scott Wobbe, ISP trooper; and Van Anderson, A&S sergeant.



A&S employees preparing to work on the train include, from left, Dave Smith, Jeff McGuire, Jean Pullen, Donna Wilson, Nancy Fassold, Barry Norman, Mike Taylor, Mike Goodwin, Bill Penberthy Jr. and Van Anderson.

## Lifesaver presentations.

Presenters told guests that injuries and fatalities that occur at highway-rail crossings or on railroad property are a real, but often preventable, problem. Operation Lifesaver is a nonprofit organization providing public education programs

to prevent collisions, injuries and fatalities on and around railroad tracks and highway-rail grade crossings. The organization promotes the three E's — education, enforcement and engineering — to keep people safe around tracks and railway crossings.

# New hiring process helps applicants, current employees

The online RecruitWeb program now used by A&S has advantages for current employees in addition to a streamlined hiring process for external applicants.

Jean Pullen, manager-administration, learned that employees who accessed the Union Pacific website were not seeing Illinois under the View Open Jobs heading. Therefore, they could not see the A&S job openings.

When someone attempts to view job postings at unionpacific.jobs and clicks View Open Jobs, the default only shows postings available to external candidates. From this page, one must click View Internal Openings to see all jobs, including those at A&S, if they are only posted internally.

“RecruitWeb is a great tool to facilitate the entire hiring process,” Pullen said. “It has numerous advantages over the previous method and includes a user-friendly means for employees to submit referrals.”

Some advantages of RecruitWeb include:

- It is accessed globally by UP (nonagreement, agreement, and subsidiaries).



Jean Pullen, manager-administration, encourages employees to contact her if they have questions regarding internal applications or referrals.

- It is used throughout human resources and other departments.
- It is utilized by Health & Medical.
- It is used to provide background.
- It tracks external and internal hiring, dispositioning and communication to candidates.

New hire registration, offer letters and some onboarding functions also are coordinated through RecruitWeb.

When applicants complete referral information, they can use UP, A&S or personal email addresses. If a personal email address is used, the applicant cannot click

“yes” on Step 2 of

the referral process to receive automatic updates on the person whom they have referred.

## Alton & Southern Employee Referral Program

A&S encourages employees to refer qualified candidates for open jobs.

Qualified candidates are defined as those meeting the requirements of the job as described in the posting. The Employee Referral Program provides employees the ability to refer an individual who has or has not submitted an application for an open position.

To submit a referral, the employee referring an individual must complete an Employee Referral Form by going to the UP employee website and clicking on: Human Resources, career resources, employee referral, then referral form. If an individual is referred by an A&S employee for a posted position, the individual will identify the employee who referred them through the application process using the employee’s email.

All employees are eligible to participate in the Referral and Assessment Program.

The terms and conditions include:

1. An employee who wants to make a referral must complete an Employee Referral and Assessment.
2. There is no limit to the number of referrals an employee may provide.
3. The referrer must agree to the terms and conditions of the program to submit a valid referral.
4. A referral is not a guarantee of employment.
5. The referral must be 18 years of age or older.
6. The referral must demonstrate authorization to work in the United States.

The procedures involved in the referral process include:

1. The employee completes an Employee Referral and Assessment, AND the individual being referred completes an employment application identifying the employee as a referral.
2. If the application is completed prior to the referral and assessment, the employee will receive notification to complete a referral and assessment on the individual being referred.
3. If the referral and assessment is completed prior to the application, the individual will be invited to apply for the job.
4. The employee can choose to receive automatic notification regarding status of the referred individual as they move through the process.



# Apprentice begins trek toward journeyman

The advice of a Union Pacific conductor led Eric Franklin, machinist apprentice, to his new career Feb. 6.

"It's been everything he said it would be," he said. "I was told it was a good, safe work environment with an outstanding employment package."

Franklin previously worked five years as a transmission mechanic in Ellisville, Mo. He began his career with classroom instruction, followed by on-the-job training. He soon will attend air brake school in Chicago.

His duties include maintenance and repair of locomotives including 92-day inspections, daily inspections and replacement of major components. Franklin finds work with the large components especially interesting. It's a rewarding challenge to safely and efficiently install turbos, air compressors, traction motors, auxiliary generators, water powers and power assemblies.

He appreciates the training he has received from fellow employees, including Machinists Ron Gnaegy, Jeff Jones, Adam Ruch and Clarence Smith. He continues to learn and can perform many duties independently. During his three-year apprenticeship, he plans to master a complete understanding of his profession.

"It's awesome," he said. "I work with some cool people.

They are all hard workers and easy to get along with. There's always something different to do each day with different challenges, so the job is never boring."

Franklin lives in Oakville, Mo. He enjoys time with his daughter, Veronica, 7. He recently taught her to ride a bike. An animal lover, she wants to grow up to be a veterinarian and plans to attend a Humane Society camp this summer. He also enjoys time with his girlfriend, Erin.

Away from work, Franklin races a modified dirt track car. He became involved with racing through helping others in the short, dirt track events 15 years ago. This is his first year competing as a driver.



Eric Franklin, machinist apprentice



Eric Franklin, machinist apprentice, drives his modified race car in a short, dirt track event sanctioned by United Midwest Promoters, which has eight racing divisions on more than 100 tracks in 19 states and one Canadian province.

## New hires complete training

Six employees successfully completed training and were certified as locomotive engineers May 16.

"They could well become among the elite locomotive engineers on A&S," said Bill Penberthy Jr., senior manager-operating practices. "They are outstanding employees."

He said the employees had excellent scores on the GCOR and other exams. Their training, which began in January, included six days for classroom work and four months on-the-job training, followed by additional classroom study.

New locomotive engineers include Chris Billmeyer, Lee Crumpton, B.J. Fletcher, Mike Stewart, Don Williams and Matt Wright.

Penberthy thanked experienced locomotive engineers who assisted in the training. Their knowledge of the rules, locomotive operations and skilled train handling techniques set excellent examples for the new locomotive engineers. Experienced employees answered many questions and provided a great deal of invaluable advice.

"That's the way it works here at A&S," he said.



From left, new A&S locomotive engineers include Don Williams, Matt Wright, Lee Crumpton, Mike Stewart and B.J. Fletcher. Chris Billmeyer also is certified as a new locomotive engineer, but is not pictured.

"Experienced employees pass on their knowledge in a friendly and helpful way to new hires and others qualifying in a new craft. There's never any animosity or reluctance to teach their co-workers and train them in safe and efficient practices."

The railroad maintains a family atmosphere, Penberthy said.

From the desk of Gary Lottmann, A&S chief of police

# Honoring officers who made the ultimate sacrifice

Flags flew at half-staff May 15.

It was Peace Officers Memorial Day, proclaimed by President John F. Kennedy in 1962. He also ordered the week in which May 15 falls as National Police Week, which was observed May 13-19. Events recognize the service and sacrifice of U.S. law enforcement.

Since the first known death in 1791, more than 19,000 U.S. law enforcement officers have died in the line of duty.

Railroad police are certified state law enforcement officers with investigative and arresting powers on and off railroad property, as authorized by the state. They also have interstate authority pursuant to federal law. On average, one law enforcement officer is killed in the line of duty somewhere in the United States every 53 hours.

The A&S Police Department takes its mission seriously. Our officers train to maintain the highest possible skill levels to protect and serve railroad employees, our customers, the public and others.

On May 11, area law enforcement officers attended a special observance in St. Clair County to honor three railroad policemen killed in the line of duty in the greater St. Louis metropolitan area. Since 1878, the Union Pacific Police Department, those absorbed by UP, and wholly owned subsidiaries such as A&S, has suffered 41 deaths of special agents in the line of duty. The most recent fatality occurred May 7, 2008.

The Union Pacific Police Department and the title "special agent" were models for the FBI when it was created in 1907.

National Police Week is a collaborative effort of many organizations dedicated to honoring America's law enforcement community. Principal organizers include the National Law Enforcement Officers Memorial Fund, the Fraternal Order of Police/Fraternal Order of Police Auxiliary, and Concerns of Police Survivors.

Special agents typically investigate major incidents such as derailments, sabotage, grade crossing incidents and hazardous material incidents. They also investigate trespassing on the railroad right of way, vandalism/graffiti, and theft of company property or customer product. In accordance with their duties, railroad police officers have the ability to access the FBI's NCIC database to run suspects and vehicles for wants and warrants, as well as criminal history checks.

Railroad police departments coordinate with local, state and federal law enforcement on issues concerning the railroad. They are dispatched nationally through the Response Management Communications Center in Omaha.



Gary Lottmann, A&S chief of police

## Carper happy with new job

Being an A&S carman/toolman is the best job he's ever had.

"It's going great," said Andrew Carper, who joined the railroad Feb. 6. "I love it."

He appreciates the helpfulness of his co-workers and enjoys learning safe, efficient ways to perform various tasks each day.

Carper previously operated a street sweeper three years for a parking lot maintenance contractor. He was told of the railroad opportunity by his stepbrother, Keith Ward, switchman. Ward told him he would enjoy the work, his co-workers would become friends and he would get to weld, something he enjoys. He studied college welding courses in high school.

Carper's training included Total Safety Culture and carman classes. He qualified as a welder and studied fall protection, car movers and forklifts before beginning on-the-job training.

While he continues to learn a great deal on the job, he knows there's still a lot to know. He puts safety first before every task.

Carper resides in St. Jacob, Ill. Off duty, he likes target shooting, collecting firearms and attending St. Louis Blues hockey games.



Andrew Carper, carman/toolman

# MASTERING HIS CRAFT

Tim Augustine, assistant signalman, had a basic understanding of railroad operations before he joined A&S March 9. His father, Steve, is an assistant superintendent.

He previously worked as a substitute teacher and two years as a Terminal Railroad Association trackman in Venice, Ill. He graduated from Greenville College in Greenville, Ill., with a bachelor's degree in science and arts.

"I knew a little about the railroad through my father," he said. "I also know others who work for A&S and it appeared to be a good career opportunity. It's worked well for them, so I figured it would do the same for me."

Augustine applied for the signal craft to learn about railroad operations. He would like to advance to signalman and continue to gain experience.

His career began with Total Safety Culture training, on-track safety and other required classes.

"It's going good," Augustine said. "I like it so far. I also like my fellow employees. They've been friendly and helpful while showing me the ropes."

From his prior railroad experience and what he learned from his father and others, it was clear to him that safety is the highest priority on the railroad. He has every intention to enjoy an injury-free career.

Augustine appreciates his helpful co-workers and

gains knowledge every day as he learns from Jeff Pratt, signal foreman, and Jim Fitzgerald, hump signal maintainer. He understands the importance of hump maintenance, with air leaks safely repaired, retarder shoes replaced as needed, bolts tightened and other tasks performed to ensure efficient operations.

"We've got to keep the hump operating," he said. "We can't afford to let it go down."

In the fall, Augustine will begin the first of four signal school sessions. Schools are held every six months at various locations such as Chicago and Salt Lake City. After successful completion, he will advance to signalman.

He lives in Columbia, Ill., where he enjoys time with his family and fiancée, Elly, whom he plans to marry in June 2013. Augustine also enjoys hunting, fishing and attending St. Louis Cardinals baseball games.



Tim Augustine, assistant signalman

## Former trucker happy in another transportation industry

A former over-the-road trucker has found the railroad to be an interesting and rewarding career.

John Brewster, conductor, joined the railroad May 16, 2011. He previously drove his own semitrailer 15 years, but wanted to spend more time at home with his family.

Brewster met Jeff Thorpe, locomotive engineer, in White City, Ill., where they raced motorcycles in a club's hare scrambles. Hare scrambles are a form of offroad motorcycle racing in which contestants complete multiple laps around a marked course through wooded and rugged natural terrain. Thorpe told Brewster the railroad was hiring and provided him a referral.

"I enjoy having more time at home and working with trains," Brewster said. "I had never thought about the job before I met Jeff, but it's cool to be a conductor."

His new career has worked out well, he said. It required a great deal of training, and was a challenge to grasp all the concepts involved. Once on the ground, his duties became less difficult and everything fell into place.

Brewster works off the Extra Board and enjoys the variety it provides. He may work on the hump one day and a transfer job or in the bowl the next.

To work safely, he relies on his experience as a trucker and remains aware of his surroundings. He keeps a clear head and knows trains and other equipment can move from any direction at any time.

Originally from England, Brewster moved to Chattanooga, Tenn., with his parents at 13. He began trucking at 19. After he turned 21, he began driving from St. Louis to the East Coast.

He resides in Edwardsville, Ill., with his wife, Karen, and children,



John Brewster, conductor, safely and efficiently pulls pints on the hump.

Alexander, 4, and Emma, 2. The family enjoys many activities such as going to the park or movies.



# Chronicle

This newsletter appears under direction of the superintendent. For news coverage, contact Randy at the newsletter office by phone at 402-475-6397, fax 402-475-6398, mail information to 1845 S. 11th St., Lincoln, NE 68502-2211, or email randy@newslink.com. This material is intended to be an overview of A&S Railway news. If there are any discrepancies between this newsletter and any collective bargaining process, insurance contracts or other official documents, those documents will govern. A&S continues to maintain and reserves the right, at any time, to alter, suspend, discontinue or terminate all plans and programs described in this newsletter. This newsletter is not an employment contract or any type of employment guarantee. Any photo submitted may be used. Anyone who submits a photo retains all rights to the image. However, by submission you give the newsletter permission to use your photo(s) in all related media.

Thanks to everyone at Alton & Southern for contributing to the newsletter, including but not limited to, Donna Nettleton and Dave Smith.



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## Enjoy the summer, but beware of its hazards

Summer is a great time to enjoy the outdoors and swim, hike, travel and barbecue.

It also is a time injuries and accidents may happen quickly. We can have fun and stay safe by taking simple, common-sense precautions.

### Sun

More than a million cases of the most common forms of skin cancer are diagnosed each year. Even a few serious sunburns can increase risk of skin cancer. The sun's rays are strongest between 10 a.m. and 4 p.m.

Reflection off water or sand can intensify the sun's burning rays. Protect yourself by wearing a wide brim hat, wraparound sunglasses that block UA and UV sun rays, a long-sleeve shirt and pants. Apply sunscreen at least 30 minutes before sun exposure so it is thoroughly absorbed. Apply sun protection lip balm. The higher the SPF, the greater the protection.

Reapply after swimming and every two hours while outdoors. Sun lamps can cause severe sunburn. Some medications can make you more susceptible. Read the labels on prescriptions.

Clothing manufacturers now make SPF clothing and swimwear.

### Heat

Heat-related illness, including heat cramps, heat exhaustion and heat stroke, occurs when our bodies are unable to properly cool themselves. High body temperatures may damage the brain or other vital organs. Older adults, young children and persons with chronic medical conditions are particularly susceptible and at high risk for heat-related illness.

Drink plenty of water, wear lightweight, loose-fitting and light-colored clothing. Reduce strenuous activities or do them during cooler parts of the day.

Many people do not realize they can even die from heat.

### Food Safety

Summer is a time when many enjoy outdoor barbecues and picnics. Food-related illness could strike if foods are not handled properly. Millions of Americans get sick every year, hundreds of thousands are hospitalized and several thousand die each year from food-borne illnesses. Cook meat, poultry and seafood thoroughly and use a meat thermometer. Ground beef, for example, should be cooked to an internal temperature of 160 degrees.

Do not cross-contaminate one food with another. Wash your hands, utensils and cutting boards after use with raw meat or poultry before they touch another food.

Refrigerate leftover food promptly.



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