

SMART[®]

Transportation Division News

Volume 46 • Number 10 • October 2014

International Association of Sheet Metal, Air, Rail and Transportation Workers

Great Lakes pilots land deal after years in holding pattern

After nearly three years of mediation with Great Lakes Airlines in conjunction with the National Mediation Board, SMART Transportation Division-represented airline pilots employed by the company have finally reached an agreement with the carrier.



Klundt

Following several requests by the pilots' local representatives to the NMB to be released from mediation, the affected pilots and SMART representatives reached a tentative agreement in late June.

A four-year contract with significant wage increases and beneficial work-rule changes was approved Sept. 16 with 80 percent of the ballots cast in support of the deal.



Ferguson

GO 040 General Committee of Adjustment Chairperson **Diane King** reports that 92 percent of all eligible pilots voted.

GO 040 General Committee of Adjustment Chairperson **Matthew Klundt** said many of the GLA pilots were exasperated by the long ordeal.

"The word 'strike' kept coming up among our members at local meetings, but we were all relieved when

we saw a light at the end of the tunnel in June. I personally thank Transportation Division President John Previsich, Vice President Jeremy Ferguson and other union officers for encouraging our members to let the process play out," he said.

On average, airline captains will receive an immediate 20 percent pay increase, first officers an immediate 22 percent increase, and certified airline transport pilot first officers will see an immediate 50 to 55 percent pay increase, depending on what aircraft they are operating.

All Great Lakes pilots will then receive additional two- to three-percent wage increases each year, through 2017. Realistically, the increases will amount to about 5.5 to six percent per year with the longevity increases built into the agreement. Other wage scales have also been negotiated for pilots operating jet airline service in anticipation of the carrier possibly purchasing those aircraft in the future.

"Hopefully, this will come to fruition soon as the number of passengers using Great Lakes' services has been steadily shrinking due to competition providing faster jet service," Ferguson said. "The airline's flights have also decreased due to pilot shortages created by new Federal Aviation Administration regulations which resulted in



GLA pilots being recruited by larger carriers. I think this agreement is a win for both sides."

The airline currently operates only Beechcraft 1900D and Embraer EMB-120 Brasilia turbo-prop aircraft with available seating ranging from nine to 30 seats.

The new contract also contains the following provisions:

- An increase in the daily allowance for expenses (per diem) rate from \$1.35 to \$1.50 per hour;
- An improved discipline grievance procedure, allowing for formal investigations with proper notice, including written notification of the charges, time limits on the notice, time limits on when a hearing can be held, the right to cross examine company witnesses and the right to a transcript;
- A limit on pairings or crew pairings that cannot exceed five calendar days (Airline work schedules consist of assignments called "pairings" that are a sequence of flights that begin and end at the same terminal.);
- After two years, an increase in the minimum

Continued on page 10

FRA's Szabo stepping down at year's end

After nearly six years serving as chief of the U.S. Department of Transportation's Federal Railroad Administration, Joe Szabo is stepping down in January.

In a statement to FRA staff, Szabo said, "I will head home to accept a position as a senior fellow for the Chicago Metropolitan Agency for Planning. In my new capacity, I'll work with the region's local elected officials, the Illinois General Assembly, the freight and passenger rail industry, organized labor, and logistic firms, and other metropolitan regions on transportation planning and programming.



Szabo

"It is a role that allows me to return to my roots in local government, to serve as a senior advisor on transportation policy, and – from Chicago – continue to advance the safe, efficient, and reliable movement of people and goods for a strong America, just like we've done together here at FRA.

"It has been an honor to serve my President, former Secretary Ray LaHood and Secretary Anthony Foxx."

Nominated March 20, 2009, and confirmed by the United States Senate on April 29, 2009, Szabo is the twelfth Administrator of the FRA and the first to come from the ranks of rail workers.

Prior to becoming FRA administrator, Szabo served as the former United Transportation Union's Illinois state legislative director.

He also served as vice president of the Illinois AFL-CIO, mayor of Riverdale, Ill., and vice chairman of the Chicago Area Transportation Study's Executive Committee. In 2002, he chaired the governor's Freight Rail Sub-Committee and, in 2005, was assigned by the UTU to the FRA's Railroad Safety Advisory Committee (RSAC), where he participated in the development of rail-safety regulations.

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Continued on page 10

Calvin Studivant chosen as second bus vice president

The SMART Transportation Division's board of directors selected former Alternate Vice President – Bus Calvin Studivant to serve as the division's second bus vice president.

Delegates attending the First SMART Transportation Division Convention in San Diego this past summer approved an amendment to the SMART Constitution calling for a second vice president to serve the Bus Department's growing membership. That amendment was approved by delegates at the first SMART General Convention in August.

A member of Local 759 at Newark, N.J., Studivant was born June 18, 1960. He served his country in the U.S. Army from 1982 to 1986. He has been employed at Community Coach Transportation in New Jersey since June 1993, where he also served his local as general chairperson and delegate. He also served as a Transportation Division organizer.

To fill the vacant office of alternate vice president – bus, the board of directors elevated former board of appeals member Alvy Hughes to the position.

Hughes began his transportation career with Charlotte Transit in 1995. As a member of Local 1596 at Charlotte, N.C., Hughes has served as local vice president and as both secretary and general chairperson of General Committee of Adjustment GO TMM.

The bus position on the Transportation Division's board of appeals has been filled by Vice General Chairperson **Brenda H. Moore** (1715).

BNSF conductor killed in rail switching accident

A SMART Transportation Division member was killed on the job Oct. 9 in a railroad switching accident at a Colorado Springs, Colo., industrial complex. According to media reports, BNSF Railway conductor **Dawn Trettenero**, 42, was trapped between two rail cars.

Trettenero was a member of Transportation Division Local 202 at Denver. She joined the union in December 2011. She is the second Transportation Division member to die on the job this year.

Colorado State Legislative Director **Carl Smith**, a member of the SMART Transportation Division's Transportation Safety Team, assisted the National Transportation Safety Board with its accident investigation.

She was the daughter of Phil and Jeanne Trettenero of Wheat Ridge, Colo., and Sherry Sewald Boone of Lakewood, Colo. She is survived by her brother, Darin Wecker (Kassie), stepmother Charlene Herbert, stepbrother Monty Herbert, stepsisters Malinda Herbert and Miranda Turner, and nieces and nephews.

The Trettenero family sent the following message to Local 202: "We want to thank you for your outpouring of assistance, kindness and compassion to our family. We are numb with our grief and emptiness, but our spirits are buoyed by your shower of wisdom, love, inspiration and condolences. We continue to find courage and comfort each morning and evening, reading your cards and notes as well as your online posts in her guest book at the Olinger Mortuary website. And now, we want to offer some advice to all of you. First, appreciate your union and take pride in your union representatives. They have assisted us every step of the way through this dark hole. Second, faithfully keep your emergency contacts up to date. And third, and most important, say 'I love you' every day to those you care about."

Around the SMART TD

Local 168, Chicago, Ill.

Brianna McKenna, the daughter of Local Secretary & Treasurer **Mike McKenna**, earned a score of 36 on her ACT national college admissions examination, the highest score possible. A student at Lincoln-Way East High School, Brianna was very excited to receive the letter notifying her of her score. "I just kept looking at the score. I hadn't expected to ever get a 36. I had gotten a 34 and a 35 on prior practice tests. My mom was very happy," Brianna said. Brianna enjoys participating in



McKenna

school activities and is a member of Mosaic, Calliope, National Honor Society, Mu Alpha Theta and Mathletes. She also volunteers at her church. She plans on majoring in biomedical engineering and is likely going to apply to Northwestern University, Washington University in St. Louis, Case Western Reserve University in Ohio and the Illinois Institute of Technology.

Local 240, Los Angeles, Calif.

Local Chairperson **Harry Garvin Jr.** reports that conductor and brakeman **Steven P. Phares**, 60, retired Oct. 1 after 42 years of service. Phares hired out June 12, 1973, with Southern Pacific Transportation Co., which later merged with Union Pacific Railroad in 1996. "Steven was a great railroader that loved his job and mainly, the employees he worked with over the years. From all of the officers and members of Los Angeles Locals 240 and 1770, we wish many long years of retirement to him and his family," Garvin said.

Local 486, Glendive, Mont.

Member **Michael A. Shumway** reports that this BNSF Railway local now has a local website that can be found at www.utu486.com. The website features a news section, local officer contact information, agreements, a photo gallery and much more.

Local 528, Chicago, Ill.

Local Chairperson **David Wells** reports that former conductor and Local Secretary & Treasurer **Richard D. Gladkowski**, 61, died Nov. 9 after a courageous battle with cancer. Arrangements were being handled by Heartland Memorial Center in Tinley Park, Ill.

Local 662, Richmond, Va.

Local President **Michael Downer** reports that this CSX local concluded elections Nov. 5 during its regular monthly meeting. New officers will be sworn in at the Jan. 7, 2015, meeting, with terms set to expire Dec. 31, 2017. Newly elected or re-elected officers are: Local President **Justin Treu**, Local Vice President **Ronald Hylton**, Local Secretary & Treasurer **Thomas Arsenault** and Local Trustees **Justin Chamberlain**, **Richard Craver** and **James Rainier**. Elections were also held for Local Committees of Adjustments 201-A, 201-B, 201-C and 201-D. Elected in 201-A were Local Chairperson **Cornell Callaham**, Vice Local Chairperson **Jason Barlow** and LCA Secretary **Maynard Lipscomb**. LCA 201-B members elected **Anthony "Bruce" Allison** as local chairperson, **Jonathan Barron** as vice local chairperson and Hylton as LCA secretary. LCA 201-C members elected **Ryan Sandy** as local chairperson, Chamberlain as vice local chairperson and Craver as LCA secretary. LCA 201-D members elected **Jefferey Parker** as local chairperson, **James Hardison** as vice local chairperson and **Mark Wiggins** as LCA secretary.

Local 933, Jefferson City, Mo.

It was erroneously reported in the September 2014 SMART Transportation Division News that former Union Pacific GO 569 General Chairperson **Robert D. Salmons**, who died July 9, was survived by his wife, Mary, and seven children. Salmons was in fact survived by his wife, Annette

Two heads better than one, life-saving effort proves

The old adage, "two heads are better than one," has generally proven to be true in many circumstances. By logical extension, it would seem that four eyes are better than two.

This is especially true for an elderly gentleman from Cabool, Mo., whose life was recently saved as a result of the keen eyesight and quick actions of two BNSF Railway train crew members: SMART Transportation Division conductor **Tyler Roark** and BLET Engineer **Darin Vanater**.



Roark

On Oct. 4, Roark and Vanater were on their train traveling north, having just left Cabool. Roark was observing all visual details ahead and around, looking for the next signal. From his side of the train, he spotted something that didn't look quite right. There appeared to be a man on the ground, lying underneath a fence that separated a horse coral from a house and yard. He didn't seem to be moving.

Roark, a member of Local 303 at Springfield, Mo., immediately told Vanater, who proceeded to stop the train and contact the BNSF dispatcher. They accurately described the location of the property to the dispatcher, who relayed that information to the BNSF Resource Operations Call Center (ROCC). Within minutes, Texas County emergency medical technicians were dispatched to the property. Upon arrival, they discovered a 93-year-old man on the ground, unconscious. He was transported to a nearby hospital.

Local 303 Legislative Rep. **Jeff Nichols** reports that the paramedics at the scene personally thanked the train crew for their actions, stating that "if not for the crew's vigilance and quick actions, the gentleman would have passed away."

Nichols said that BNSF management obtained plaques and certificates for the crew, but before they were delivered, Roark had left town for a borrow-out in Alliance, Neb.

"Terry Cart, Springfield Terminal Manager, was able to present Darin Vanater with his and said that he was going to reach out to Tyler and see when he was planning on coming home so he could make the presentation to him as well," Nichols said.

Roark recently returned to SMART after a brief sojourn to the BLET. He said a major reason for his return was the recent vote by Transportation Division members of GO 001 in determining crew consists. He also stressed the importance of having at least a two-person crew on each train.

"The elderly gentleman that I spotted was on my side of the train, not on the engineer's side. If this had been a one-person train with only an engineer, it's unlikely the engineer would have seen him," Roark said.

Congratulations to Brother Roark for helping to save someone's life through his sharp situational awareness. In matters of crew consist, two heads really are better than one.

Salmons, and eight children. He was preceded in death by his former wife, Mary. The Transportation Division News regrets the error.

Local 1202, Fort Wayne, Ind.

This Norfolk Southern local recently held its local officer elections and is proud to congratulate the officers listed in the photo caption below, Local Chairperson **Gary Robison** reports. At its October monthly meeting, Transportation Division Vice President **Jeremy Ferguson** and Indiana

State Legislative Director **Kenneth O. Edwards** gave presentations on the handling of crude oil shipments, Amtrak, the fight in Indiana to privatize the Indianapolis to Chicago route and House Bill 3040. We thank Vice President **Ferguson** and State Legislative Director **Edwards** for coming and addressing the membership," **Robison** said.



Pictured, front row from left, are: Vice Local Chairperson **Kim McCaig**, Vice Local Chairperson **William Moreno** and engineer's Local Chairperson **Mike Healey**. In the back row, from left, are Legislative Rep. and Local Chairperson **Andy McKeeman**, Delegate and Local Chairperson **Robison**, President **Steve DeHoff**, Local Chairperson **John Stepp**, Trustee **Todd Smith** and Local Secretary & Treasurer **Steve Herman**. Not Pictured are: Vice President and Local Chairperson **Doug Edwards**, Vice Local Chairperson **Tom Abrell**, Vice Local Chairperson **Joe Cook** and Trustee **Matt LePage**. Of those elected, **McCaig**, **Moreno**, **Smith**, **Edwards**, **Abrell**, **Cook** and **LePage** are all first-time officeholders.

Local 1581, Bakersfield, Calif.



Local Secretary & Treasurer **Richard L. Haas** notes the retirements of members **Mark Melvin** and **Dick McNeill** earlier this fall. Pictured above is **McNeill**, left, being presented with a plaque by Local Chairperson **Matt Nord**. "We wish them a long, happy and relaxing retirement," **Haas** said.

Mother of Carol Menges dies

Laurine G. Wildhaber, 82, the mother of former Auxiliary of the United Transportation Union International President **Carol Menges**, died Oct. 14, at the University of Missouri



Wildhaber

Hospital and Clinics. Carol is the spouse of SMART Transportation Division Missouri State Legislative Director **Ken Menges**.

Wildhaber became the co-owner and bookkeeper for Wildhaber's Marine Sales and Service. She was a part-time volunteer at St. Mary's Health Center in Jefferson City, Mo. She was a member of Immaculate Conception Catholic Church and assisted with the congregation's prayer hour.

She is survived by her husband, **Kenneth**; sons **Kenny (Diane) Wildhaber Jr.** and **Jim (Lisa)**; daughters **Carol Sue (Kenneth) Menges**, **Mary "Dee Dee" (Don) Mehmert-Cryderman** and **Cynthia (Greg) Stokes**; a brother; three sisters; 12 grandchildren and 23 great-grandchildren.

Condolences may be left for the family online at www.millardfamilychapels.com.

Barrows named for second term as RRB labor member

President Barack Obama announced Oct. 8 his intent to nominate Walter A. Barrows to a second term as the labor member to the U.S. Railroad Retirement Board. His nomination must be confirmed by the U.S. Senate.



Barrows

Obama first nominated Barrows as the board's labor member in 2011. His appointment was confirmed by the Senate on Sept. 26, 2011, and he was sworn into office on Oct. 7.

Prior to his service with the RRB, Barrows served as Secretary-Treasurer of the Brotherhood

of Railroad Signalmen from 1999 to 2011. From 2004 to 2011, he also served as a labor trustee overseeing the National Railroad Retirement Investment Trust Fund.



Following the nomination of Barrows and several others to key administration posts, Obama said, "These men and women bring extraordinary dedication to their roles and will serve the American people well. I look forward to working with them in the months and years to come."

Barrows, 56, is a native of Ohio. He started his railroad career with the Norfolk & Western Railway in 1974, holding numerous positions within the railroad's signal department. Before being elected BRS secretary-treasurer, he served the

union in a variety of local and national offices, including general chairman for the Norfolk Southern General Committee and as a Grand Lodge trustee.

He currently resides in Front Royal, Va, with his wife, Linda. They have three grown children.

Headquartered in Chicago, the RRB provides retirement, survivor, disability, unemployment and sickness benefit payments totaling almost \$11 billion a year to railroad workers and their families under the Railroad Retirement and Unemployment Insurance Acts.

The agency is managed by a three-member board comprised of a representative of rail labor, a representative of rail carriers, and a member representing the general public who serves as chairman. Barrows' appointment was unanimously supported by 12 different international and national unions which represent employees in the rail industry.

Short Line Agreements

Terminal Railroad Alabama State Docks

SMART Transportation Division-represented trainmen and yardmasters employed by the Terminal Railroad Alabama State Docks have ratified a new six-year agreement by an overwhelming majority.

The new agreement provides for six, three percent annual general wage increases retroactive to April 1, 2012, with the final three percent general wage increase on April 1, 2017. This results in a cumulative wage increase of 19.1 percent over the life of the agreement, with full back pay.



Wier

The agreement establishes a \$5 certification pay for yard foreman; increases meal periods to thirty minutes with a one hour meal payment on certain assignments; provides a thirty minute training payment for yard foremen, helpers and yardmasters, and reduces the vacation qualifying years to 12 years for four weeks of vacation and 23 years for five weeks vacation.

The agreement provides for calculating paid military leave days as a start for five-day work weeks and allows employees to bank up to 60 personal leave days.

Transportation Division Vice President Dave Wier, who assisted in negotiations, thanks General Chairperson **Mark Cook** (GO 898), Alabama State Legislative Director **Neil Elders**,

Local 598 Chairperson **Blake Kyser** and Local 598 Vice Chairperson **Billy Johns**, "for putting forth exceptional effort in bringing the members' concerns to the bargaining table and negotiating an agreement with substantial improvements in wages and working conditions."

Lake Terminal Railroad

SMART Transportation Division-represented trainmen, engineers and yardmasters employed by Lake Terminal Railroad have ratified a new six-year agreement by a unanimous vote.

The agreement provides for six annual wage increases, beginning July 1, 2013, and rolls in previous cost-of-living adjustment increases, resulting in an 18.7 percent cumulative wage increase over the life of the contract.

It also includes lump sum back pay, establishes a \$5 certification pay for conductors, engineers and remote control operators, increases carrier-matching contributions to 401(k) accounts to \$1,300, and establishes an additional retirement account for new hires with a \$75 monthly carrier contribution. There will be limits on employee health and welfare contributions to 12 percent of the plan costs and a freeze on co-pays and deductibles for the life of the contract.

Wier, who also assisted in this effort, congratulates Lake Terminal General Chairperson **Brad Elias** and Local Chairperson **Russ Tolson** for "bringing the members' concerns to the bargaining table and negotiating an agreement with substantial improvements in pay, working conditions, health care and retirement savings."

Are rail 'special duty' jobs really that special?

What should union members know before accepting an offer from the railroad to work on a "special duty" assignment?

For starters, "special duty" assignments are generally not positions covered by the agreement with your union. If "special duty" assignments are not covered under your agreement, then you should understand that you do not have the rights and protections afforded to you under your agreement while you are performing these assignments.

It is recommended that you speak with your union representative to learn exactly what your agreement says about "special duty" assignments.

The following are considerations that should be carefully deliberated before accepting these types of assignments:

- Are "special duty" assignments covered under your agreement? What rights and entitlements do you have while working on these assignments?
- In addition to this added work, are you required and/or allowed to perform your regular assignment as well?
- Are you required and/or allowed to work overtime in your own craft while on "special duty" assignments?
- What are the required duties, responsibilities and expectations of employees while working "special duty" assignments?
- Can you refuse to work "special duty" assignments? Can you refuse to perform certain tasks while working on a "special duty" assignment?
- What should you do if the railroad asks you to perform work that violates your agreement?
- What should you do if the railroad asks you to provide them with information regarding matters that may be harmful to your stable work environment?
- What happens if you find yourself subjected to discipline under the railroad's discipline policies while working on a "special duty" assignment?
- What obligations do you have when the "special duty" assignment ends? Can you stop working on the "special duty" assignment whenever you decide? Can the railroad stop using you on the "special duty" assignment whenever they decide?

As a union member, you are strongly encouraged to notify your union representative prior to considering these types of assignments and seek their advice. In fairness to your fellow brothers and sisters, you should be transparent about the assignment and report any information to your representative that could impact our jobs, our agreement, our union and our future.

This column was prepared by the J.D. Martin Council of Yardmaster General Chairpersons.

Committee reviews Section 6 notice proposals



A panel of Transportation Division general chairpersons from the Association of General Chairpersons – District 1 convened at the Transportation Division headquarters Sept. 29-30 to review Section 6 submissions from members and officers. The panel reviewed the submissions and fine-tuned them into Section 6 notices to be served on the rail carriers. Under the Railway Labor Act, the current national agreement between the SMART Transportation Division (UTU) and the National Carriers' Conference Committee will remain in effect until a new agreement is reached. Pictured, from left, are General Chairperson **David Otten** (yardmasters, Norfolk Southern GO 348), **Danny Young** (BNSF Railway GO 009), **James A. Houk** (Norfolk Southern GO 680), **Brent Leonard** (Union Pacific GO 953), **Chadrick Adams** (BNSF Railway GO 393) and **Steve Mavity** (CSX GO 049).

Despite election results, we can prevail by standing together

With the midterm elections over, we now have an impression of what the next two years will look like for legislation affecting working families in the United States.

Overall, anti-worker politicians will now control the legislative agenda in both the House of Representatives and the Senate, as well as in a majority of state houses. The Wall Street CEOs, hedge fund managers and billionaire one-percenters who financed those anti-worker candidates will be expecting a return on their investment.

Based upon comments made on the campaign trail, we have an idea of what will come out of the GOP-dominated Congress in the final two years of the Obama Presidency – at least in how it relates to working family issues.

The newest head of the Senate Committee on Health, Education and Labor is expected to be Sen. Lamar Alexander (R-Tenn.). He donated much of his time and energy to stop a United Auto Workers organizing campaign in Chattanooga, Tenn. Expect attempts through his committee to impede new union election procedures that make it easier for workers to organize, along with new rules targeting pensions, retirement security, health care and worker safety.

Two years ago, U.S. Rep. Paul Ryan (R-Wis.) introduced a budget proposal that included a provision seeking to dismantle the Railroad Retirement system that has successfully existed for almost a century by placing it on the same tier as Social Security. Ryan also claimed that cutting Railroad Retirement would bring “an estimated savings to taxpayers of \$2 billion over 10 years.” Not only is this not true, but it reveals a complete misunderstanding of the Railroad Retirement system that relies on contributions from employees and employers and not American taxpayers.

In terms of H.R. 3040, which would require two-person train crews on America’s railroads, we do not expect much movement now with these election results. However, we will continue to move forward as one union in support of this



SMART General Secretary-Treasurer's Column

By Joseph Sellers Jr.

important legislation. Only a handful of this bill’s co-sponsors are in the GOP majority. Every part of our union will continue to advocate for this bill aggressively to show lawmakers the importance of this legislation as it relates to the safety of local communities and workers.

Make no mistake; the last few years have been difficult for all of us. The economy has been improving, but very little of it has trickled down to the average American. It is my fervent hope that both parties spend more time focusing on measures to expand jobs opportunities and enhance living wages for working families.

We need to stick together and hold politicians accountable by continuing to reinforce the importance of working family issues. These include retirement security for our golden years, an affordable and quality education for our children and fair treatment at work.

The only way to make politicians accountable is by making sure your voice is heard. Only an average of 40 percent of American voters participate in midterm elections. In this election, that number was even smaller, with only 36 percent having voted.

All it takes for bad politicians to be elected is for good people to become complacent about voting. Stay active in your local

union. Sign up for action alerts at www.smart-union.org. Make sure you are registered to vote in your local community and stay informed on the bread-and-butter issues that matter to you, your family and your co-workers.

Even in the wake of what was a devastating election, workers sticking together can make a difference. In my home state of Pennsylvania, for example,

SMART Sheet Metal and Transportation members worked to defeat a steadfast anti-worker incumbent governor. Members from across the state knocked on doors, manned phone banks and worked hard to make sure he was held accountable for his attacks on working families. And in the end, thanks to their hard work and the hard work of working families across the state, our brothers and sisters won and he was voted out of office.

As long as we stand together as working people and union members, we can overcome anything.

Faternally,

Joseph Sellers Jr.
SMART General Secretary-Treasurer



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For the latest news, visit www.utu.org; also, register on the SMART TD website to receive news alerts via email.

Risch: The election is over, now let's get to work

Thanks to all of you who helped in our Get Out the Vote Campaign. Your generosity with your PAC contributions, emails and direct mail efforts, volunteer phone calling, door knocking, and your conversations with friends and fellow members made a difference in many races.

Even where our endorsed candidates didn't prevail, your efforts were not in vain. Rather, it showed that we were engaged and that we are an organization that supports those that support us.

Clearly the results from Tuesday's elections were not what many of us had hoped. We lost some good friends like Rep. Nick Rahall (D) in West Virginia and Sen. Mark Pryor in Arkansas (D).

Now our job begins to build relationships with the newly elected members of Congress, whether they are Democrat or Republican.

Anthony Simon, our Long Island Rail Road general chairperson, has already reached out to two newly elected Republican congressmen in New York and is setting up introductory meetings.

Special thanks go to Dean Mitchell, our GOTV coordinator, for his hundreds of hours of work on direct mail pieces, robocalls and polling. He worked with our legislative boards to make sure our members were informed as to why we endorsed the candidates we did and helped with early and absentee voting.

Dean also helped with polling and direct mail that made a big difference in the re-election of two good Republican friends, Reps. Chris Gibson and Michael Grimm, both of New York.



SMART Transportation Division Officer's Column

By John Risch

Thanks also goes to Phillip Qualy, our Minnesota state legislative director, and his team, that did a phenomenal job of holding back a tough challenge against our friend, Rep. Rick Nolan (D), a member of the House Transportation and Infrastructure Committee.

There is no escaping the reality that the incoming Congress will be less supportive of issues important to our members than the exist-

We don't have the power to win political elections on our own and this election proved that. What we do have is an obligation to work hard and do the best job that we can for our members. That's my plan moving forward.

ing Congress. It will be harder to pass a two-person train crew bill and it will be harder to secure adequate funding for Amtrak, transit, essential air service and the National Mediation Board.

This simply means we have to work harder to make our case for all of these things.

A first step is for our state legislative directors to meet with the newly elected members and make the case for issues that are important to us.

We don't have the power to win political elections on our own and this election proved that. What we do have is an obligation to work hard and do the best job that we can for our members. That's my plan moving forward.

With the help of Greg Hynes, our alternate national legislative director, our staff and our state legislative boards, we can protect the interests of our members just as our union has done for more than 100 years.

Faternally,

John Risch
National Legislative Director
SMART Transportation Division



State Watch

News from SMART TD State Legislative Boards

Arizona

With the election of Greg Hynes to SMART Transportation Division Assistant National Legislative Director effective Oct. 1, there is a new sheriff in town. **Scott Jones**, former assistant state legislative director, has been elevated to the office of Arizona state legislative director.



Jones

A member of Local 1081 at Glendale, Ariz., Jones has worked on the railroad for 18 years and is a decorated retired military bomb squad leader. The local legislative representative took a leave of absence from BNSF Railway to serve his country in Iraq.

"I am honored to have Scott as my successor," Hynes said. "I'm sure he will serve our members well."

Ohio



With the assistance of State Legislative Director Stu Gardner, Transportation Division Local 378 at Cleveland held a "call to action" labor rally Oct. 20 at Sheet Metal Local 33's union hall and training center in Parma, Ohio. Approximately 45 members and staff were in attendance. Gardner opened the rally by reminding all that the election was about "voting their paychecks." Pictured, from left, are State Rep. John Patrick Carney, State Rep. Nicholas Celebrezze, State Senate candidate Kenny Yuko, State Rep. Nickie Antonio, Local 378 President Jeffrey Brandow, Gardner, Assistant State Legislative Director David Otten and Sen. Michael Skindell.

Washington



Members of the SMART Transportation Division's Washington State Legislative Board attended a three-day legislative conference in September sponsored by the DCI Group, Millennium, and the Northwest Alliance for Jobs and Exports, Legislative Director Herb Krohn reports. Participants were focused on rail labor issues in the state and most of the Transportation Division's legislative representatives attended. Presentations were also made by leaders from the Millennium and Gateway export terminal projects, the Northwest Alliance for Jobs and Exports and DCI Group. "We presented a brass lantern to State Rep. Larry Haler (R) as 'House member of the year' for his sponsorship of both the state's two-person train crew bill (H.R. 2718) and the yardmaster hours of service limitation bill (H.R. 1621)," Krohn said. "Rep. Haler is a hero to rail labor and is someone who is a shining example of a rare, elected official who is unwavering in support for the safety of rail workers and the public, even in the face of railroad strong-arming tactics and opposition from his own caucus."

Illinois



Members from both the Sheet Metal and Transportation Divisions of SMART were in attendance at the Illinois AFL-CIO 41st annual Constitutional Convention in Rosemont when the organization's delegates unanimously approved a resolution supporting SMART Transportation Division's call for federal legislation mandating at least two crew members on all freight trains. Pictured, from left, are Sheet Metal Local 73 Business Agent Frank Ivonelli, SMART Transportation Division Illinois Legislative Board Chairperson John O'Brien, Sheet Metal Local 73 Business Agent Mike May, SMART General Vice President Rocco Terranova, SMART Transportation Division Alternate Illinois Legislative Director Carl Draper, Illinois State Legislative Director Bob Guy, Transportation Division Local 265 Secretary & Treasurer Chuck Ruegge, Illinois Gov. Pat Quinn, Sheet Metal Local 265 Business Manager John Boske, SMART Transportation Division Assistant Illinois Legislative Director Joe Ciemny, Sheet Metal Local 1 Business Rep. Larry Louis, Sheet Metal Local 73 Recording Secretary Mike Vittorio, Sheet Metal Local 73 Business Agent Brian Mulheran and Sheet Metal Local 73 Business Agent Dan Ahern.

Bus Department

By Reddy Adhi, Vice President-Bus
areddy@smart-union.org

Thank you for your support, I am here to assist you

To each and every delegate of the SMART Transportation Division, I would like to thank you for electing me to the position of vice president of SMART's bus department.

My request to all SMART members is to please work with all of your newly elected officers at all levels of the organization. Keep all of your officers informed regarding the issues you face on a daily basis so they can bring your issues to the table and together, we can get the best deals for our membership.



Reddy Adhi

As a local officer, I was not only a member of this organization, but I also worked for the membership. I was, and remain, a middleman between our individual members and our entire SMART organization. I am here to serve.

We have a very powerful organization in SMART, with more than 130,000 active and retired Transportation Division members. We must continue to work together with our brothers and sisters – for our brothers and sisters – to keep our union strong. We – your officers – are ready to work for you if only you allow us to do so.

Knowledge is power. I ask each of you to try to attend all of your local meetings to stay informed and to educate yourself about your agreements and your fellow members. There are a lot of federal and state rules and regulations in the transportation industry, along with workplace policies. Change is happening all the time, so try your best to keep up with changes that affect you. It is easier to follow the rules by knowing them in advance than learning about them after you have been disciplined.

In our business, time limits are very important. If you feel your contract has been violated, contact your local officers immediately, or leave a note in the union mailbox. I have seen, too many times, members waiting too long to notify their local officers of violations and losing cases because they were not filed in a timely manner.

My telephone number is (216) 287-9324 and my email address is areddy@smart-union.org. I am here to assist you.

The holidays will be here before we know it, so I wish all of you and your families a very happy holiday season. Be "SMART" and be union! I hope to see all of you soon.

Pa. school bus employees pick up three-year deal

SMART Transportation Division members employed by First Student, Inc., in Southeastern Pennsylvania have ratified a new three-year contract, retroactive to June 2014.

The contract covers SMART members of Local 172 at Darby, Pa., working in school bus operations until June 30, 2017. Of the 92 votes cast, 55 were in favor of the agreement.

Members will receive a three percent wage increase across the board for each year of the contract, for a total of nine percent. Driver's rates of pay will be paid on all charter work and on all van runs with the addition of a meal allowance for charters.

Also provided in the contract is a provision increasing the number of allowable hours worked per week, up to 45. Management had previously discouraged employees from working more than 40 hours.

If during the year, an operator's run hours are reduced by 20 percent or more, that operator will have the option to bump another driver from service whose hours exceed 40.

Also included in the contract is a provision

that requires the company to immediately provide an employee with a debit card matching any payroll discrepancy of \$50 or more. If a driver or monitor is displaced from a service run for any non-disciplinary reason, the driver will not suffer a loss in hourly pay.

"I thank Local 172 Vice Chairperson **Denise Hall**, Secretary **Kathleen Sitongia** and Chairperson **Theresa Costantini** for their dedication and hard work on this agreement," Bus Vice President Calvin Studivant said.

Local 172 members chose the former United Transportation Union as their first collective bargaining representative approximately 10 years ago, when the property was unorganized.



Newly elected officers of the SMART Transportation Division



JOHN PREVISICH

Transportation Division President

John Previsich is the president of the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers, formerly the United Transportation Union. He is a member of Local 31 in San Jose, Calif. Previsich began his railroad career with Southern Pacific Transportation Company, where he commenced work as a train service operations employee in San Francisco. He later transferred to engine service and achieved certification as both a railroad conductor and locomotive engineer. Previsich started doing work as a local union officer in the mid-1980s. He moved into a system-wide position as a general chairperson in the early 1990s, followed by his election to vice president in 2007. He was re-elected in 2011, elevated to the position of assistant president in 2012 and assumed the responsibilities of the general secretary and treasurer position on Jan. 1, 2013. He was elevated to the position of president effective Oct. 1, 2013, and was elected to the office at the Transportation Division convention in 2014.



JOHN RISCH

National Legislative Director

John Risch is the national legislative director of the SMART Transportation Division and has worked full-time in its Washington, D.C., office since 2009. There, he works on legislative, regulatory, safety and political issues. He was elected national legislative director in 2014. Risch is a former North Dakota State Legislative Director for the United Transportation Union, serving in that capacity from 1986 to 2009, and is a member of Local 1344 at Mandan, N.D. Risch began his railroad career on Burlington Northern Railroad, working in the track department for two summers while attending college. In the fall of 1978, he hired out in train service and in 1979, he entered engine service in what is now BNSF Railway. He is a long-time officer, serving on the Executive Board from 1991 until 2009. He is a graduate of Bismarck State College and earned a bachelor's degree in Labor Studies from Antioch University of Yellow Springs, Ohio, where he studied collective bargaining, labor history, labor law, world labor movements and other issues related to labor.



GREG HYNES

Alternate National Legislative Director

Greg Hynes is a fifth generation railroader born in Winslow, Ariz., hiring out with Atchison, Topeka & Santa Fe Railway in Los Angeles, Calif., in 1995. He transferred to Phoenix, Ariz., in 1997. Hynes was elected local legislative representative of Local 1081 at Glendale, Ariz., in 2003. He was elected Arizona Assistant State Legislative Director in 2004, was elevated to Arizona State Legislative Director in 2009 and was re-elected to that office in 2011. He served on the Executive Council of the Arizona State AFL-CIO and held the positions of the Finance Committee chairman and Legislative Committee chairman. Hynes was appointed the first chairperson of the UTU Rail Safety Task Force in 2009 and served in that capacity until being elected SMART Transportation Division Alternate National Legislative Director at the Transportation Division's convention in 2014. Also in 2014, he was appointed to Federal Railroad Administration's Railroad Safety Advisory Committee (RSAC), which develops new railroad regulatory standards.



DAVID WIER SR.

Vice President
Local 469, Madison, Ill.



JOHN LESNIEWSKI

Vice President
Local 1534, Chicago, Ill.



TROY JOHNSON

Vice President
Local 594, Mineola, Texas



JOHN R. ENGLAND

Vice President
Local 1674, Los Angeles, Calif.



DOYLE K. TURNER

Vice President
Local 1962, Toledo, Ohio



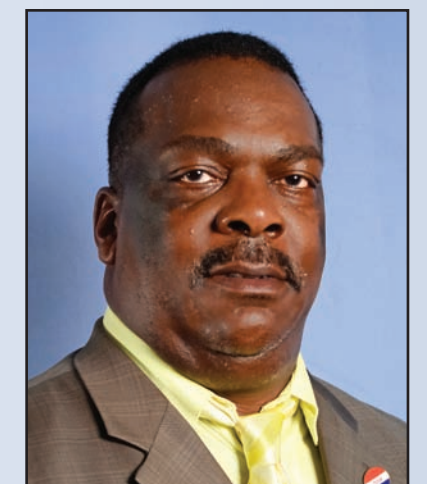
JEREMY FERGUSON

Vice President
Local 313, Grand Rapids, Mich.



REDDY ADHI

Vice President
Local 1785, Santa Monica, Calif.



CALVIN K. STUDIVANT

Vice President
Local 759, Newark, N.J.

Alternate Vice Presidents



R.W. DARE

Local 1525, Carbondale, Ill.



DANIEL YOUNG

Local 1081, Glendale, Ariz.



BRENT LEONARD

Local 202, Denver, Colo.



MARK H. COOK

Local 783, Spencer, N.C.



CHADRICK J. ADAMS

Local 331, Temple, Texas



DIRK A. SAMPSON

Local 117, Vancouver, Wash.



DALE BARNETT JR.

Local 762, Montgomery, Ala.



TESSA COLLINS

Local 1137, Fargo, N.D.



DAVID W. PATENAUDE

Local 1570, Roseville, Calif.

Board of Appeals



ANTHONY SIMON
Local 645, Babylon, N.Y.



GUILLERMO ROSALES
Local 1607, Los Angeles, Calif.



ALVY HUGHES
Local 1596, Charlotte, N.C.



STEVE DAWSON
Local 811, San Bernardino, Calif.



STEVE MAVITY
Local 298, Garrett, Ind.



MIKE ANDERSON
Local 1570, Roseville, Calif.



ROBERT RESENDEZ JR.
Local 1422, Los Angeles, Calif.



PHIL CRAIG
Local 64, Huron, S.D.



JOHN D. WHITAKER III
Local 1106, Rocky Mount, N.C.
Alternate

Executive Board

SMART
Transportation Division

SMART
Transportation Division

UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

'Iron Horse' retires after 61 years, leaves legacy to his son

Former SMART Transportation Division Local 807 (Tucson, Ariz.) officer **Daniel Stock**, 80, officially retired from railroad service with Union Pacific Oct. 10, after 61 years of service.

He leaves behind a legacy on the tracks that his son, Pat, is now riding as an engineer with the railroad.

As a young boy, the senior Stock was fascinated with trains, which started when his grandfather would take him to nearby tracks to watch the trains roll by. As Dan grew older, he dreamed of being a railroader and working on the "iron horses," Pat said.

"As soon as he was old enough, he hired out with Southern Pacific as a clerk in May of 1953. He wanted a job as a trainman, but was rebuffed by the railroad, saying he was too small."

Dan was relentless and soon transferred to train service as a brakeman for the railroad, four months later in August.

In those days, Pat said, steam engines were still in use and each car had to be secured by a brake-



Union Pacific locomotive engineer and former conductor Pat Stock, left, presents his father, Daniel Stock, with a plaque commemorating the elder Stock's 61 years of service with Union Pacific Railroad and its predecessors.

club, a tool used by the brakeman to secure the staff brake that was located on the top of every rail car. The brakeman would walk along the top of the rail cars, jumping from car to car to perform this task.

"I remember that as a young boy myself, I

would often see my father come home after a 16-hour day, swinging a wooden brakeclub," Pat said. "Despite those long hours and the physically demanding work, I can honestly say that I have never heard him complain about the work that was required of him by the railroad."

"The railroad was his life, and he had a deep appreciation for the means it provided for supporting his family and raising his three sons. His dedication and commitment to his job were a shining example for us."

His legacy on the railroad will now be carried on through his son, who was able to secure a position on the railroad due to his father's positive reputation.

"I am following in his footsteps, and for that I will be eternally grateful," Pat said.

"I can still picture my dad sitting next to me when I was a young boy, showing me the pictures in a book from our shelf entitled, 'The Iron Horse.' In my heart, that small man will always be an Iron Horse."

Medicare Part B premiums remain unchanged in 2015

The standard Medicare Part B monthly premium will be \$104.90 in 2015, the same amount as in 2014.

Some beneficiaries will continue to pay higher premiums based on their modified adjusted gross income, but these amounts are also remaining the same as in 2014. The monthly premiums that include income-related adjustments for 2015 will be \$146.90, \$209.80, \$272.70, or \$335.70, depending on the extent to which an individual beneficiary's modified adjusted gross income exceeds \$85,000 (or \$170,000 for a married couple). The highest premium rate applies to beneficiaries whose incomes exceed \$214,000 (or \$428,000 for a married couple). The Centers for Medicare and Medicaid Services estimates that less than five percent of Medicare beneficiaries pay the larger income-adjusted premiums.

Beneficiaries in Medicare Part D prescription drug coverage plans pay premiums that vary from plan to plan. Beginning in 2011, the Affordable Care Act required Part D beneficiaries whose modified adjusted gross income exceeds the same income thresholds that apply to Part B premiums to also pay a monthly adjustment amount.

For more information, visit www.medicare.gov.

RRB, Social Security benefits to increase in 2015

Most railroad retirement annuities, like Social Security benefits, are scheduled to increase in January 2015 on the basis of the rise in the Consumer Price Index (CPI) from the third quarter of 2013 to the corresponding period of the current year.

Cost-of-living increases are calculated in both the Tier I and Tier II benefits included in a railroad retirement annuity. Tier I benefits, like social security benefits, will increase by 1.7 percent, which is the percentage of the CPI rise. Tier II benefits will increase by 0.6 percent, which is 32.5 percent of the CPI rise. The vested dual benefit payments and supplemental annuities also paid by the Railroad Retirement Board (RRB) are not adjusted for the CPI rise.

Monthly Social Security and Supplemental Security Income (SSI) benefits for nearly 64 million Americans will also increase by 1.7 percent.

In January 2015, the average regular railroad retirement employee annuity will increase \$34 a month to \$2,537 and the average of combined benefits for an employee and spouse will increase \$48 a month to \$3,666. For those aged widow(er)s eligible for an increase, the average annuity will increase \$20 a month to \$1,310.

However, widow(er)s whose annuities are being paid under the Railroad Retirement and Survivors' Improvement Act of 2001 will not receive annual cost-of-living adjustments until their annuity amount is exceeded by the amount that would have been paid under prior law, counting all interim cost-of-living increases otherwise payable. Some 39 percent of the widow(er)s on the RRB's rolls are being paid under the 2001 law.

If a railroad retirement or survivor annuitant also receives a social security or other government benefit, such as a public service pension, the increased Tier I benefit is reduced by the increased government benefit. However, Tier II cost-of-living increases are not reduced by increases in other government benefits. If a widow(er) whose annuity is being paid under the 2001 law is also entitled to an increased government benefit, his or her railroad retirement survivor annuity may decrease.

However, the total amount of the combined railroad retirement widow(er)'s annuity and other government benefits will not be less than the total payable before the cost-of-living increase and any increase in Medicare premium deductions.

THE FINAL CALL

Following are the names of recently deceased members who maintained annual membership in the UTU Alumni Association, according to reports received at UTU International Headquarters. These brothers and sisters will be missed by their many friends and by fellow UTU Alumni Association members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
R	McFarland, Jean	Mount Laurel, N.J.	504	Heckman, Harold S.	Glen Dale, W.Va.	1162	King, Bruce A.	Telford, Tenn.
R	McGilvray, Agnes	Salina, Kan.	524	Bell, Kenneth W.	Palestine, Texas	1168	Gillean, Jack D.	Hugo, Okla.
1	Matha, Clifford W.	Geneva, Ohio	610	Blanton, John J.	Reisterstown, Md.	1241	Scott, Robert L.	Pinole, Calif.
4	Boudreau, Joseph F.	Fabreville, Que.	631	Whitacre, Robert L.	Ridgeley, W.Va.	1316	Little, Robert P.	Hazard, Ky.
60	Jaeger, Donald E.	Clifton, N.J.	653	Beeson, Donald C.	Spring Hill, Fla.	1344	Tarpinian, Mike	Jamestown, N.D.
72	O'Neill, James G.	Battle Creek, Mich.	694	Conley, Melvin L.	Redding, Calif.	1365	Daroski, Richard	Girard, Ohio
113	Hairrell, Ronald D.	Winslow, Ariz.	768	Backensto, Eugene W.	Decatur, Ill.	1381	Swaney Jr., Joseph G.	Southgate, Mich.
195	Luers, Eugene H.	West Burlington, Iowa	847	Roddy, Royce M.	Fultondale, Ala.	1409	Smith, Archie A.	Kansas City, Kan.
200	Wright Sr., Jack S.	North Platte, Neb.	911	Sales, Gary L.	Muscatine, Iowa	1477	Moorer, Governor G.	Detroit, Mich.
257	Taylor, Thomas E.	Omaha, Neb.	924	Stoss, John F.	Chesapeake, Va.	1501	Wood, Julian P.	Baton Rouge, La.
262	Fabricius, David H.	Ashland, Mass.	933	Johnson, Lawrence R.	Jefferson City, Mo.	1518	Bedell, Robert L.	Jeffersonville, Ind.
305	Tomasiewicz, J.S.	Omaha, Neb.	934	Jantz, Dennis K.	Alliance, Neb.	1518	Blubaugh, Jimmy L.	Brazil, Ind.
378	Kopcznski, M.R.	Meadville, Pa.	1067	Engstrom, Joseph F.	Virginia, Minn.	1518	O'Donnell, Raymond P.	Indianapolis, Ind.
412	Eubank, William F.	Emporia, Kan.	1074	Linn, Michael C.	Tequesta, Fla.	1529	Mincheff, Benjamin	Martin, Ohio
439	Harrison Jr., James H.	Hideaway, Texas	1074	McGraw, Jesse E.	Latrobe, Pa.	1563	Arizmendi, Jose S.	Loma Linda, Calif.
439	Rials, James A.	Palestine, Texas	1075	Romanczyk, Michael J.	Toledo, Ohio	1629	Kerby, Jesse R.	Mesa, Ariz.
493	Short, Freemont J.	Caledonia, Ill.	1106	Proctor, Ruben G.	Rocky Mount, N.C.	1949	McDermott, Kenneth P.	Basking Ridge, N.J.

Accidents happen. Without proper insurance, they are costly. UTUIA Accident Indemnity Insurance can help.

Protect yourself and your family from accidents,
on and off the job, for less than \$1 per day

UTUIA’s accident indemnity plan provides you with money when you need it most: when you’ve had an accident and cannot work.

It helped Local 627 Chairperson **John Foote**. While being transported in a carrier van, Foote’s life permanently and unexpectedly changed in an instant. His deployed airbag and seat belt saved his life, but the resulting injuries he suffered required ongoing medical attention. His **UTUIA Accident Indemnity** policy saved him from many of those ensuing medical expenses.

Benefits are paid for emergency treatment, hospital confinement, exams, physical therapy, ambulance service and more. Use the money for whatever you want: mortgage payments, car payments or medical expenses. **The choice is yours.**

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Certain conditions and exemptions may apply.

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Foote



Information, please

I would like more information on UTUIA’s accident indemnity insurance plan.

Please print



Full name

Date of birth

Local number

Address

City

State

ZIP

Telephone number with area code

Sex

Male ☐

Female ☐

Complete and mail to: UTUIA, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333 10/14

Changes made to SMART Discipline Income Protection Program

SMART Discipline Income Protection Program has not increased its monthly assessment rates in six years. During that period, the amount that the DIPP plan disbursed in benefits has greatly exceeded the amount that it collected in premiums.

Since DIPP cannot continue to operate effectively at a deficit, the program’s trustees have increased the monthly assessment by five cents for each dollar of benefits – from 66 to 71 cents – effective Feb. 1, 2015, and have reduced the maximum days of benefits

payable to those shown in the table below.

The new maximum-day limits will apply to eligible suspensions and discharges that occur on or after Feb. 1. Plan participants’ current daily benefit will remain in effect and the higher monthly assessments will automatically be deducted from their paycheck unless a participant submits the appropriate change form to modify the daily benefit he or she had previously selected.

The trustees have made additional changes to the DIPP, which are effective Nov. 1, 2014.

A participant now may change his or her monthly assessment no more frequently than every 12 months and any increase or decrease in that rate will only be effective for eligible suspensions or discharges that occur more than 90 days after the increase or decrease.

Benefits for disciplinary actions occurring prior to the expiration of the 90-day period will be paid at the old rate.

Even with these changes, DIPP offers much richer benefits than any of the other discipline income plans and remains the only one that is administered by your union, rather than a for-profit insurance company.



Monthly Assessment		\$4.26	\$7.10	\$14.20	\$21.30	\$28.40	\$35.50	\$42.60	\$49.70	\$56.80	\$63.90	\$71.00	\$78.10	\$82.50	\$92.30	\$99.40	\$106.50	\$142.00
Maximum Days for Suspension & Discharge	Number of Active Months of Membership in Income Protection Program	\$6 Daily Benefit Maximum Payable	\$10 Daily Benefit Maximum Payable	\$20 Daily Benefit Maximum Payable	\$30 Daily Benefit Maximum Payable	\$40 Daily Benefit Maximum Payable	\$50 Daily Benefit Maximum Payable	\$60 Daily Benefit Maximum Payable	\$70 Daily Benefit Maximum Payable	\$80 Daily Benefit Maximum Payable	\$90 Daily Benefit Maximum Payable	\$100 Daily Benefit Maximum Payable	\$110 Daily Benefit Maximum Payable	\$120 Daily Benefit Maximum Payable	\$130 Daily Benefit Maximum Payable	\$140 Daily Benefit Maximum Payable	\$150 Daily Benefit Maximum Payable	\$200 Daily Benefit Maximum Payable
200	Less than 24 months	1500	2500	5000	7500	10000	12500	15000	17500	20000	22500	25000	27500	30000	32500	35000	37500	50000
250	24 months but less than 60 months	1800	3000	6000	9000	12000	15000	18000	21000	24000	27000	30000	33000	36000	39000	42000	45000	60000
365	60 months or more	2190	3650	7300	10950	14600	18250	21900	25550	29200	32850	36500	40150	43800	47450	51100	54750	73000

Great Lakes pilots

Continued from page 1

monthly off days from 10 to 11;

- A requirement that pilots not released from service within four hours of his or her originally scheduled release time shall be considered “involuntarily junior assigned.” Pilots may voluntarily pick up one junior assignment, with pay, at a minimum of four hours above guarantee, but involuntary junior assignments are now paid at 125 percent;
- Vacation accrual rates converted from hours worked per month to weeks worked per year; third-year pilots will now be entitled to two weeks of vacation instead of one, and
- A new agreement section listing hotel/lodging conditions and establishment of a union oversight committee on lodging.

After the tentative agreement was reached in June, several issues remained open for discussion that were resolved by memorandums of understanding. That led to a delay in the ratification vote until September.

Ferguson praised Klundt and Local 40 (Denver) President **John Nolan** for their patience throughout the negotiating and mediation process. “Both Matt and John were very driven during the entire process and were a huge asset to the negotiating team and their fellow pilots. They were instrumental in getting the final negotiations across the finish line,” he said.

Szabo stepping down

Continued from page 1

As FRA administrator, he is the principal advisor to the secretary of the U.S. DOT on railroad affairs and other transportation matters, where he helped set freight and passenger rail policy and safety regulations and initiatives.

“Our work is not done until new record bests in safety are achieved,” Szabo said in his statement. “As a 38-year veteran of the rail industry – one who worked out in the ranks – the most meaningful improvement to me was the dramatic drop in employee fatalities to a new record low. Over the course of my railroad career, I’ve lost five good friends to on-duty fatalities and, like most rail workers, survived my share of close calls in the workplace.”

“In 2008, the year before I came to FRA, 26 rail workers perished in on duty fatalities – a rate

Guests celebrate Stem's retirement on Capitol Hill



A number of SMART Transportation Division officers, state legislative directors and staff gathered Sept. 15 at the Rayburn House Office Building on the grounds of Capitol Hill to celebrate the retirement of former National Legislative Director James Stem, who officially retired Sept. 30. The gala was held near the chambers of the House Transportation and Infrastructure Committee, where Stem spent much of his time in office over 16 years as United Transportation Union and SMART Transportation Division alternate national legislative director and national legislative director. Pictured, from left, are Colorado State Legislative Director Carl Smith, retired former Pennsylvania State Legislative Director Don Dunlevy, Minnesota State Legislative Director Phillip Qualy, New England States Legislative Director George Casey, Maryland State Legislative Director Larry Kasecamp, Florida State Legislative Director Andres Trujillo, Legislative Office Assistant Chief of Staff Jenny Miller, Stem, Transportation Division President John Previsich, Indiana State Legislative Director Kenny Edwards, current SMART Transportation Division National Legislative Director John Risch, Transportation Division Vice President Jeremy Ferguson, Virginia State Legislative Director Patrick Corp, Kentucky State Legislative Director Jared Cassity, Ohio State Legislative Director Stuart Gardner and Ohio State Legislative Board Secretary and Local 378 President Jeffrey Brandow.

of more than two per month. Through your good work, we drove that down to a record low number of 14 employee fatalities in 2013 – still too many, but a remarkable improvement.

“Now, 10 months into 2014, we are at five fatalities for the year and getting so close to the ultimate goal of zero. I’m counting on the practices we’ve put into place, particularly proactive

programs like Confidential Close Calls Reporting, to get us to zero in 2015.

“My vision for ensuring the safe, efficient and reliable movement of people and goods for a strong America – and my passion for railroading – has been enriched by every person working at the FRA. Please know that I take this with me to my new role in public service.”



2015 railroad paid holiday schedule

Rail employees working under the national agreement between the UTU and the National Carriers’ Conference Committee (NCCC) will receive 11 paid holidays in 2015. They are:

- New Year’s Day, Thursday, Jan. 1
- President’s Day, Monday, Feb. 16
- Good Friday, Friday, April 3
- Memorial Day, Monday, May 25
- Independence Day, Saturday, July 4
- Labor Day, Monday, Sept. 7
- Thanksgiving Day, Thursday, Nov. 24
- Day after Thanksgiving, Friday, Nov. 25
- Christmas Eve, Thursday, Dec. 24
- Christmas Day, Friday, Dec. 25
- New Year’s Eve, Thursday, Dec. 31

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*Purchase Annual Percentage Rate (APR) is 9.25%, Cash Advance APR is 14.25%. The monthly periodic rates and corresponding APRs for each billing period may vary based on the prime rate published in The Wall Street Journal on the last business day of the preceding month. Transaction Fee Finance Charge for Advances: 3% of the advance, with a minimum fee of \$5.00. International Transaction Fee Finance Charge: 3% of transaction amount. Rates as of January 1, 2014.

†Account opening subject to approval.



FMCSA promotes safety belt use in employees' kids' contest

On Nov. 1, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) kicked-off the 2015 "Be Ready. Be Buckled." student art contest organized by the Commercial Motor Vehicle Safety Belt Partnership.

Open to students in kindergarten through sixth grade with relatives or sponsors in the commercial truck and bus industries, the contest educates kids about highway safety and urges commercial drivers to buckle up on every trip.

"Buckling your safety belt should be an automatic practice for every driver and passenger since it's the simplest and most effective way to save your life in the event of a crash," said U.S. Transportation Secretary Anthony Foxx. "The purpose of this art contest is to engage children and their parents in discussing safety and to provide a calendar of kids' artwork that serves as a year-round reminder to always buckle-up."

In just the last three years, safety belt use has continued to rise among medium-to-heavy truck and bus drivers to an all-time high of 84 percent, according to a 2013 FMCSA study. While good news, there is room for improvement.

The National Highway Traffic Safety Administration's most recent data from 2012 showed that 697 occupants of large trucks were killed in crashes; approximately 40 percent were not wearing safety belts.

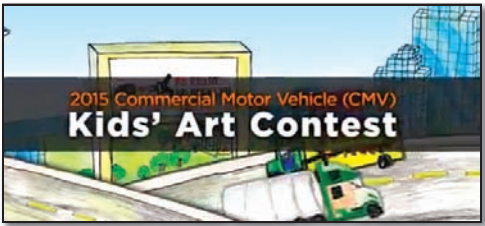
"The good news is that overall safety belt use for professional bus and truck drivers has steadily increased each year and as a direct result, more lives are being saved," said FMCSA Acting Administrator Scott Darling. "We are focused on reminding every driver that there is never an excuse to skip the important step of buckling up."

FMCSA will accept contest submissions through Feb. 28, 2015. Students can submit their artwork by mail to the following address:

**CMV Safety Belt Partnership
c/o CVSA**

**Attention: Nicole Leandro
6303 Ivy Lane, Suite 310
Greenbelt, MD 20770**

Artwork will be evaluated in two categories: one for kindergarten through second grade, and another for third through sixth grade.



Twelve winners will be selected in April 2015, and their artwork will appear in the 2016 "Be Ready. Be Buckled." contest calendar.

All 12 students will also be honored at a ceremony at USDOT headquarters to be held in the spring.

To see last year's winners and learn more about the "Be Ready. Be Buckled." contest,

visit: <http://www.fmcsa.dot.gov/safety-security/safety-belt/index.htm>.

UnitedHealthcare holds enrollment under GA-23111

During November and December 2014, UnitedHealthcare will hold an open enrollment under Group Policy GA-23111.

During this period, any individual who is eligible for coverage under one of the GA-23111 plans can enroll and will be accepted for coverage without any medical underwriting or requirement of good health.

There are no limitations for pre-existing conditions. Enrollment in November and December 2014 will be for coverage effective Jan. 1, 2015.

Only those applicants whose completed enrollment form is postmarked in November 2014 or December 2014 will be considered for open enrollment.

This open enrollment is being held for former railroad employees (and their dependents) who were previously covered under any railroad health plan and were represented by a railway labor organization or were members in accor-

dance with the constitution or by-laws of one of the participating railway labor organizations, when coverage under their applicable group health plan ended.

If someone you know meets these GA-23111 eligibility provisions, open enrollment provides an opportunity for them to become covered.

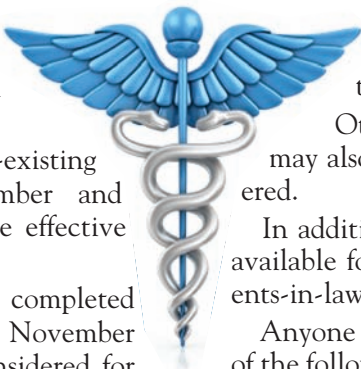
Other eligible members of your family may also enroll if they are not currently covered.

In addition, open enrollment under Plan F is available for railroad employees' parents or parents-in-law who are eligible under Medicare.

Anyone interested in enrolling should call one of the following phone numbers to get additional information about these plans.

For persons eligible for Medicare, call (800) 809-0453; for persons not eligible for Medicare, call (800) 842-5252.

Visit www.YourTracktoHealth.com to download an enrollment form and view plan rates.



Show your union pride with union gear

American Products offers line of union-made SMART gear, clothing

It's not too early to begin your holiday shopping and the SMART Transportation Division website is just the place to start, without ever leaving your home or going to a busy shopping mall. Just visit the SMART Transportation Division website at www.utu.org and click on the "Gear" tile.

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

American Products is offering several new items this fall that were debuted at the regional meetings this summer and will feature some additional items for sale by the end of this month. Please be sure to check the website for details on all the new items.

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

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

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

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

Apparel prices may vary depending on size. Visit the SMART TD online store for complete details about prices and available sizes.



SMART Vintage Rail T-shirt



SMART Baseball Cap



Smart Full Zip Jacket



Brass Lantern



SMART Travel Mug



SMART Navy Button Shirt



SMART Banner



Green SMART Polo



SMART Transportation Division pens





ISSN 0098-5937

Published monthly (except for combined months of December/January and July/August) by SMART-TD, 24950 COUNTRY CLUB BLVD., SUITE 340, NORTH OLMSTED, OH 44070-5333 • Periodicals postage paid at Cleveland, Ohio, and additional mailing offices • John Previsich, SMART Transportation Division President • This publication available on microfilm from National Archive Publishing, P.O. Box 998, Ann Arbor, MI 48106.

POSTMASTER: Send address changes to SMART-TD News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.



Photo of the month

SMART Transportation Division is always looking for good photos, and awards prizes to monthly photo winners.

SMART-TD seeks photographs or digital images 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 SMART-TD, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

High-resolution digital photographs should be in the JPEG format and emailed to "news_td@smart-union.org".

With each photograph, please include your name and SMART 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 SMART.

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



This photo was taken by member **Craig Bushma** of Local 1883 at Riverdale, Ill. "On a recent trip to Ely, Nev., my girlfriend, Linda, and I were driving to our favorite fishing hole and this train appeared and I quickly took out my camera for this shot," Bushma said. "It's the Nevada Northern Railroad and departs out of the Nevada Northern Railway Museum."

Amtrak ridership, revenues continue strong growth

Amtrak posted record ticket revenues for its Fiscal Year 2014 ending Sept. 30 and achieved an increase in ridership over the prior fiscal year, reflecting strong continued demand for passenger rail. However, meeting future growth in passenger demand requires investing in the infrastructure that supports intercity passenger rail and resolving unacceptable congestion delays caused by freight railroads that own the tracks.

For Fiscal Year 2014, ticket revenues reached \$2.189 billion, up 4.0 percent from the prior year. Ridership was more than 30.9 million, an increase of 0.2 percent over adjusted FY 2013 numbers. The slower growth in ridership than in recent years is due, in part, to a harsh winter season and on-time performance issues associated with freight train delays and infrastructure in need of replacement.

With ridership of 11.6 million, the Northeast Corridor (NEC) had its highest ridership year ever in FY 2014, up 3.3 percent from the prior year. However, ridership on long-distance routes and state-supported services declined by 4.5 percent and 0.6 percent, respectively.

The Acela Express and the Northeast Regional services each set a new ridership record. In particular, Acela showed strong popularity, with 28 days where the number of trips topped 14,000 as compared to just five such days in the previous year. Eight other routes also set ridership records, including Adirondack, Auto Train, Albany-Nia-

gara Falls-Toronto, Blue Water, Capitol Limited, Empire Service, Piedmont, and Washington-Lynchburg.

"Amtrak is clearly selling a product that is very much in demand," said Amtrak Board Chairman Tony Coscia. "Achieving strong ridership and revenue despite the challenges with aging infrastructure and freight rail congestion demonstrates Amtrak's commitment to improving its financial and operating performance, and is a credit to Amtrak's management and staff. It is now time to leverage Amtrak's successes in increasing ridership and improving performance by making much-needed investments in our nation's passenger rail system."

"As more and more people choose Amtrak for their travel needs, investments must be made in the tracks, tunnels, bridges and other infrastructure used by intercity passenger trains particularly on the Northeast Corridor and in Chicago," said Amtrak President and CEO Joe Boardman. "Otherwise, we face a future with increased infrastructure-related service disruptions and delays that will hurt local and regional economies and drive passengers away."

Boardman explained that nowhere is the connection between passenger rail and economic growth stronger than in the NEC, but its infrastructure continues to age and suffers from a chronic case of long-term underfunding.

"The freight railroads simply have to do a better job in moving Amtrak trains over their tracks," Boardman stressed.



Inside this issue of *SMART-TD News*:



Two heads better than one, life-saving member believes. See page 2.



Pa. school bus employees pick up three-year deal. See page 5.



'Iron Horse' retires after 61 years, leaves legacy to his son. See page 8.



Show your union pride with union gear. See page 11.