

SMART[®]

Transportation Division News

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

House committee approves Amtrak, passenger rail funding bill

The Transportation and Infrastructure Committee Feb. 12 unanimously approved bipartisan legislation that improves the infrastructure, reduces costs, creates greater accountability and transparency, leverages private sector resources, and accelerates project delivery for Amtrak and the nation's passenger rail transportation system.

The Passenger Rail Reform and Investment Act of 2015, or PRRIA (H.R. 749), was introduced by Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.); T&I Ranking Member Peter DeFazio (D-Ore.); Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Jeff Denham (R-Calif.); and Subcommittee Ranking Member Michael Capuano (D-Mass.).

"We thank Chairman Shuster for his leadership on moving this legislation forward and support passage of the bill in the full House. We still have concerns that the bill does not provide Amtrak with the funding levels it needs to make needed repairs and upgrades to an aging system. That being said, the introduction and markup of this legislation is an important first step in bring-

ing long-term stability and investment to Amtrak," said SMART Transportation Division National Legislative Director John Risch.

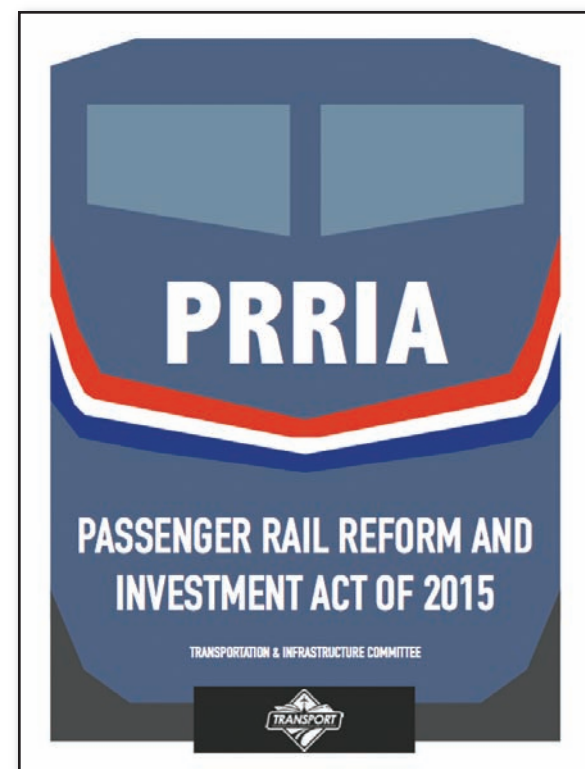
"This is a good reform bill that firmly moves passenger rail towards greater transparency and accountability, and forces Amtrak to operate like a true business," Shuster said.

"In every region of the country, passenger rail investments boost local economies and create thousands of family-wage construction, engineering, and manufacturing jobs. This bill isn't perfect – but it was a bipartisan effort that ultimately provides critical investments and system wide improvements to increase capacity and make our railways safer," said DeFazio.

"Passage of the Passenger Rail Reform and Investment Act is an investment in our infrastructure that will make Amtrak operate more like a business – better responding to the needs of its customers and focusing on efficiency, transparency and cost-saving," Denham said. "I'm proud of the bipartisan unanimous support we've garnered for this bill and look forward to seeing PRRIA move to the House floor."

"Making investments in passenger rail service not only creates economic benefits and employment opportunities, it also enhances the overall experience for passengers and improves safety," said Capuano. "This legislation may not represent the level of funding I think is necessary, but most rail supporters agree that in today's political climate it is the most that advocates can expect."

Passenger rail presents one of the best transportation alternatives for relieving congestion on some of the nation's most crowded highways and



in our busy airspace. However, the rail system and Amtrak – the country's intercity passenger rail provider – must be reformed and improved. For years, Amtrak has operated under unrealistic fiscal expectations and without a sufficient level of transparency. Profits from Amtrak's most profitable route – the Northeast Corridor (NEC) – currently are not invested back into the corridor. And although significant ridership increases are occurring on Amtrak's state-supported routes, its inconsistent financial structure and "black box" accounting system hamper states' ability to help manage the routes and understand what exactly it is they're paying Amtrak for.

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SMART, BLET push state two-person crew laws

As part of a joint state-lobbying campaign to secure laws mandating a minimum of two crew members in the cab of all locomotives, the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers have provided their state legislative boards with model legislation to secure minimum crew size laws on the state level.

Two-person train crew legislation has so far been introduced in 14 states: Alabama, Illinois, Indiana, Iowa, Kansas, Louisiana, Massachusetts, Minnesota, Nebraska, North Dakota, Texas, Utah, Washington and Wyoming. Legislation has already been passed in Arizona, West Virginia and Wisconsin.

While H.R. 3040, known as the Safe Freight Act, was not acted upon before the end of the 113th Congress, the SMART Transportation Division and its Legislative Office in Washington are working to have the legislation reintroduced during the 114th Congress.

"Significant research and work has gone into developing language that both minimizes the potential for a federal pre-emption challenge and maximizes the likelihood that the legislation will survive any such challenge," wrote BLET National President Dennis R. Pierce and SMART Transportation Division President John Previsich in a cover letter introducing the model legislation to BLET and SMART local officers. "Therefore, when proposing legislation on this subject, it is imperative that you do not deviate from the model."

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Anthem responds to breach of client data

Anthem, one of the nation's largest health insurers, said Feb. 4 that the personal information of tens of millions of its customers and employees, including its chief executive, was the subject of a "very sophisticated external cyberattack."

The company, which is continuing its investigation into the exact scope of the attack, said hackers were able to breach a database that contained as many as 80 million records of current and former customers, as well as employees. The information accessed included names, Social Security numbers, birthdays, addresses, email and employment information, including income data.

Anthem, Inc., the parent company of SMART's voluntary short-term disability insurance provider Anthem Life Insurance Co., has informed SMART that the breach could possibly have included VSTD member data as well.

President and CEO Joseph R. Swedish has issued the following statement:

"Safeguarding your personal, financial and medical information is one of our top priorities, and because of that, we have state-of-the-art information security systems to protect your data. However, despite our efforts, Anthem was the target of a very sophisticated external cyber attack. These attackers gained unauthorized access to Anthem's IT system and have obtained personal information from our current and for-

mer members such as their names, birthdays, medical IDs/Social Security numbers, street addresses, email addresses and employment information, including income data. Based on what we know now, there is no evidence that credit card or medical information, such as claims, test results or diagnostic codes were targeted or compromised.

"Once the attack was discovered, Anthem immediately made every effort to close the security vulnerability, contacted the FBI and began fully cooperating with their investigation. Anthem has also retained Mandiant, one of the world's leading cybersecurity firms, to evaluate our systems and identify solutions based on the evolving landscape.

"Anthem will individually notify current and former members whose information has been accessed. We will provide credit monitoring and identity protection services free of charge so that those who have been affected can have peace of mind. We have created a dedicated website – www.AnthemFacts.com – where members can access information such as frequent questions and answers. We have also established a dedicated toll-free number that both current and former members can call if they have questions related to this incident. That number is: (877) 263-7995. As we learn

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Around the SMART TD

Local 18, El Paso, Texas



Barrientos

Member Edgar Barrientos, 29, died Feb. 5 in his sleep, Secretary & Treasurer Michael R. Romero reports. Barrientos hired out with Union Pacific Railroad just last year, but was recently furloughed. He was discharged from the U.S. Marine Corps as a staff sergeant. He was a combat veteran and had served as a drill instructor. "Semper fidelis, my Marine brother. May you have fair wind and following seas on your journey ahead," Romero said.

Local 161, Seattle, Wash.



After concluding a business meeting in Seattle in February, Transportation Division Vice President-Bus Adhi Reddy decided to visit the Boeing Museum of Flight. Having to travel to the museum by bus, Reddy engaged the bus operator in conversation, wondering if the operators were possibly interested in union representation. Upon speaking with operator Richard Peterson, Reddy was pleased to learn that Peterson was in fact a member of SMART Transportation Division Local 161 in Seattle. Reddy said that he and Peterson, left, had very a healthy conversation about SMART and that he was ready to visit the local if he were to be invited in the future.

Local 195, Galesburg, Ill.

This BNSF Railway local has established a website at <http://0195.utu.org>, Local Committee of Adjustment Secretary Betsy Galbreath reports. "We're trying to make information more easily accessible for our members," Galbreath said. The local's monthly meetings are typically held every third Wednesday of the month at 10 a.m. in the Bondi Building, located at 311 E. Main St. in Galesburg. Members should enter through the side door from Kellogg St.

Local 240, Los Angeles, Calif.

All railroaders and their friends and relatives are invited to participate in the 15th Annual FSC/SMART TD-UTU Rail Classic golf tournament at 1 p.m. Monday, May 18, at Sierra Lakes Golf Course in Fontana, Calif., according to Local Chairperson Harry J. Garvin Jr. The cost of the four-person scramble, shotgun-start tournament is \$75 per person and includes a tri-tip or chicken dinner, great prizes and great fun. Participants should commit and remit to retired conductor Frank Carmona at 30250 Pebble Beach Dr., Sun City, CA 92586, by May 5. Contact Carmona at (951) 301-6525, (909) 770-3366 or by email at FSCRail@hotmail.com. The tournament is sponsored by Carmona's Collision Repair and Local 240.

Local 506, Herington, Kan.

This Union Pacific local has established a new website at <http://smartlocal506.weebly.com>, Local President Rusty Beames reports. It provides a news page, copies of agreements, instructions on submitting time claims, an extensive list of discounts available to members and more. "Alternate Legislative Rep. Chris Walls put some major time and effort into various projects for the membership of Local 506 and this is his latest," Beames said. "Herington has had many new hires in the last year and it is important to keep them up to date on information and safety issues that pertain to their new job. A big thank you from everyone at Local 506 goes out to Brother Walls for his efforts in setting this up."

Local 750, Knoxville, Tenn.

Retired Norfolk Southern employees from all crafts meet at Shoney's Restaurant located at

Members training members: Hazmat program in Indiana



Pictured, from left, are Indiana State Legislative Director Kenny Edwards, Gary Robison, Andy McKeeman and Mark Wallen as they prepare for their Department of Transportation "HazMat Awareness" presentations.

Uncontrolled releases of chemicals can be extremely dangerous, especially in transportation. Generally, railroad workers do not have the same access to quality hazardous materials and basic safety and health training as workers in many other industries.

That is why the SMART Transportation Division, in conjunction with eight other rail unions, participates in the Rail Workers Hazardous Materials Training Program.

The goal of this training initiative is to provide rail workers with the skills and knowledge necessary to protect themselves, the community, and the environment in a hazardous materials transportation emergency. To achieve this goal, the RWHMTP provides rail workers, through quality hazardous materials training courses, the confidence in their knowledge and problem-solving skills to enable them to make change for safer work conditions.

On Dec. 4, an eight-hour Department of Transportation HazMat Awareness course conducted by RWHMTP was held in Indianapolis at the International Association of Fire Fighters Local 416 hall. Transportation Division Indiana State Legislative Director Kenny Edwards organized the session.

CSX General Committee of Adjustment 851 Assistant General Chairperson Yvonne Hayes and BLET Safety Task Force Coordinator Carl Fields led the class, with the assistance of recent RWHMTP Train-the-Trainer Program graduates Gary Robison and Andy McKeeman of Local 1202 at Fort Wayne, Ind., and Mark Wallen of Local 1663 at Plainfield, Ind.

Hayes said that 29 railroad workers participated in the course, most from Transportation Division locals in Indiana.

"Rail workers handle a plethora of hazardous materials. The more you know, the safer you and your co-workers will become. A huge debt of gratitude goes out to the Indianapolis Professional Firefighters for letting us use their facilities," Edwards said.

For more information about RWHMTP, visit www.rwhmtp.org. To see a list of upcoming classes, see www.rwhmtp.org/Upcoming.asp.

4032 N. Broadway in Knoxville every third Wednesday of the month at 11 a.m., retired former Local Chairperson Harvey D. Boles reports. Once each quarter, the New South Credit Union (NSCU) sponsors the meal, Boles said. "If you are a retired Norfolk Southern Knoxville District employee, come on down and enjoy the fellowship and revive some old friendships."

Local 872, Omaha, Neb.

This BNSF Railway local has established a website at <http://0872.utu.org>, Nebraska State Legislative Director Bob Borgeson reports. The local holds its monthly meetings every fourth

Wednesday of the month at the Sheet Metal Workers' International Association hall at 3333 S. 24th St. in Omaha. The phone number is (402) 330-3383.

Local 1741, San Francisco, Calif.

Members of this school-bus operations local joined members of SMART Sheet Metal Division Local 104 in picketing Trayer Engineering Corporation after the company proposed cuts in wages and benefits that would result in members' pay being reduced by up to 37 percent and proposed to eliminate Local 104's union health care plan, General Chairperson Paul Stein reports.



Pictured, from left, are Sheet Metal Division Local 104 Business Rep. Richard Koenig, Stein, member Norman Collins, Local President Lois Correa, Local 104 Business Rep. Victor Torreano, member Shane Hoff and an unidentified picketer near the Trayer Engineering Corporation facility in San Francisco.

UP GO 887, Bakersfield, Calif.



Transportation Division President John Previsich attends the quadrennial meeting of Union Pacific General Committee of Adjustment 887 in Las Vegas. Pictured, from left, are Cortney Baccari, Previsich, Timmy Baccari, Local 32 (Glendale, Calif.) Chairperson Tim Baccari and his wife, Janine.

UP GO 927, Tyler, Texas

This general committee of adjustment held its quadrennial meeting Jan 26-27 in San Antonio, Texas, and General Chairperson Stephen Simpson announces the following results of the committee's officer elections: Simpson (489) as chairperson, J. Scott Chelette (1337) as 1st vice general chairperson, Larry S. Richards (508) as secretary, and John A. Dunn (0756), R.G. "Bob" Harrington (1188), Scott M. Newton (0976) and Collin W. Redden (0020) as vice general chairpersons.

Transportation Division has page on Facebook



SMART Transportation Division members now have another way to connect with their union: Facebook. The SMART TD News Facebook page, which can be found by searching "SMART Transportation Division News" in Facebook's search box, is updated daily by your union and features news articles as well as other posts and pictures not always found on www.utu.org. Members can also comment on posts and connect with other members by doing so.

Website is gateway to rail health benefits

Railroad employees and their eligible dependents covered under the Railroad Employees National Health and Welfare Plan or the National Railway Carriers and United Transportation Union Health and Welfare Plan are reminded that a new website is their gateway to information, tools and resources about their health and welfare benefits.

The improved site, which replaces the previous Railroad Information Depot (www.rriinfo-depot.com), is www.your-tracktohealth.com.

The website helps you to:

- Explore your benefits;
- Enroll in and manage your coverage;
- Improve your health, and
- Plan your retirement.

Be sure to check out the new video library under “Quick Links,” the “Question of the Month,” and the featured monthly health topic when you’re on the site.

Enhancements are continuing to be made.

A secure log-in allows eligible employees and their dependents who are enrolled in one of the

health and welfare benefits programs named above to safely access and manage personal benefits information online.

An email registration and subscription center allows eligible employees and their dependents to opt-in to receive important benefits, enrollment and health/wellness information, alerts and updates via email. The subscription center is where you can update and manage your email communications preferences.

Stay tuned for future enhancement announcements and benefits communications on www.your-tracktohealth.com.

This site contains information for railroad employees and/or their eligible dependents covered in the national railroad medical, prescription drug, dental, vision,

behavioral health and life insurance benefits plans. If you and/or your dependents are not covered under these plans, including Amtrak employees, you should continue to seek information about your health care benefits from your employer.



Long-term disability program forthcoming

The trustees of the SMART Voluntary Short-Term Disability Program are pleased to announce that they have reached a tentative agreement with Anthem Life Insurance Co. on a group long-term disability plan for our bus and rail members.

The plan is intended to provide a seamless transition to long-term coverage for members when disability exceeds the short-term policy limits. Participation is voluntary.



The plans will offer various options for coverage and premium rates. Implementation will include an open-enrollment period that will allow members to enroll in a combination of short- and long-term disability coverage without any pre-existing condition exclusions.

Details regarding the implementation timeline, an explanation of the new benefit options and enrollment instructions for the long-term disability plan will be forthcoming shortly.

UTUIA scholarship applications must be received by March 31

The deadline to apply for a four-year continuing United Transportation Union Insurance Association scholarship for the academic year 2015-2016 is March 31.

The application form printed in the December/January 2014-15 issue of *Transportation Division News* is the only one that will be accepted. If you need an application form, contact the Transportation Division office at (216) 228-9400.

Effective Jan. 1, all new and currently active scholarship awards from the UTUIA were increased to \$1,000 to help ease the increasing educational expenses the association’s members face.

Applicants must be associated with the UTUIA by either owning a UTUIA insurance policy, or by being the child or grandchild of a current UTUIA policyholder. Scholarship applicants must also be associated with the SMART Transportation Division by belonging to the union, or by being the child or grandchild of an active or lifetime SMART Transportation Division member.

To win or to place, you have to show

SMART Day at the Races is April 17 at Fonner Park Race Track in Neb.

The fifth annual SMART Day at the Races will be held at Fonner Park Race Track in Grand Island, Neb., Friday, April 17, at 3 p.m., Union Pacific General Committee of Adjustment GO 953 reports.

In previous years, attendees included members from a number of locals in Kansas, Illinois, Nebraska, Colorado, Iowa and Wyoming, from both the Sheet Metal and Transportation Divisions.

Food and beverages will be available at the track and free clubhouse seating will be provided for those who reply in advance.

Transportation Division Local 506 at Herington, Kan., will be donating a horse blanket emblazoned with the SMART logo to be presented to the owner of the winning horse in a specified race.

Please R.S.V.P. by contacting Local 7 Chairperson **Cliff Gordon** at (308) 530-5766 or at cgordonutue@hotmail.com, or Local 286 member **Ed Mueller** at (308) 530-6711 or by email at meeko@kdsi.net, if you’re planning to attend. Special room rates are available at the Midtown Holiday Inn in Grand Island by calling (308) 384-1330. Mention code “UTU” or “SMART” when making a reservation.

SMART General President Joseph Nigro is planning on attending and SMART Transportation Division President John Previsich may attend if his schedule permits.



SMART TD contacts EEOC over CSX ‘absence’ policy

The SMART Transportation Division’s Legal Department has written to the U.S. Equal Employment Opportunity Commission (EEOC) challenging CSX Transportation’s new “absence management policy” for what the union says is a violation of the Americans with Disabilities Act (ADA) and other laws.

The policy requires any employee that was absent due to illness or off-duty injury to provide CSX with personal and sensitive medical information, including descriptions of symptoms, doctors’ notes, and the right for the company to communicate directly with an employee’s medical providers. It also requires employees to describe symptoms of non-employee family members if the absence was to care for them.

The union contends that the medical information CSX is “requesting” is neither job-related nor consistent with business necessity.

The EEOC has taken the matter under its consideration to determine if it violates any federal discrimination laws.

Any member who feels they have been harmed by the policy should still file their own complaint with the EEOC if they so desire. Information on how to file a charge may be found at <http://www.eeoc.gov/employees/howtofile.cfm>.

Treasurers receive training at TD headquarters



SMART Transportation Division Auditors Bobby Brantley and Mike Araujo conducted a three-day local treasurers’ workshop at the Transportation Divisions offices in North Olmsted, Ohio, Feb. 18-20. The workshop provided local treasurers with hands-on training on the responsibilities and reporting duties pertaining to their office, including direct receipts and Winstabs. It also focused on completion of mandatory filings for Labor Management reports, IRS Form 990 and Department of Labor requirements. Pictured, from left, are Gilberto Reyes (807), John Purcell (1075), John J. Cass (1117), Tammy Kirchner (430), Kirk Lager (493), Brantley (kneeling), Scott Shannon (204), Josh Phillips (1525), Mike Scharosch (866), Bill Kaiser (1397), Jimmy Myers (940), Brandon Steele (1136), Eric Benham (744), Jonel Zivojin (1420), Todd Cooley (594), Aaron Jones (17), Corey Plath (911), Araujo, Ben Coffee (1188), Wes Wilbanks (1291), Tommy Arsenault (662), David Magnuson (7), James Widmer (1566), David Paitsell (72) and Eric Duncan (933).

Previsich: 'It's your union and it's your future'

Today, people who work in a unionized environment are facing challenges unlike any that have come before. The current political climate is fostering attacks not only on organized labor, but also on the rights and entitlements of workers in every industry.

From "right to work for less" bills being introduced all over the country to continual attacks on retirement and health care benefits, today's workers are more in need of strong and effective representation than ever before. Your union is a leader in advocating on behalf of its members in every forum – from our regulatory and legislative efforts in Washington, D.C., and the state houses, to the day-to-day representation of our members at the local level – no union does a better job of representing the interests of its members.

Your union is a leader in advocating on behalf of its members in every forum – from our regulatory and legislative efforts in Washington, D.C., and the state houses, to the day-to-day representation of our members at the local level.

However, the current political climate makes it much more challenging to achieve the successful outcomes that our members deserve. Budget squabbles and funding decisions made by elected officials affect each and every one of our members every day. Who gets elected really does matter and it is critically important that our members consider carefully their choice of candidate when they cast their votes.

Candidates for public office who support issues important to unionized labor deserve our votes. Those who will vote against our interests do not.



SMART Transportation Division President's Column

By John Previsich

Your union is developing new communication tools that will keep our members informed about which candidates deserve our support.

A key component of good representation and good citizenship is education and training. In the centerfold of this publication, you will find information on the 2015 SMART Transportation Division Regional Meetings. The focus of this year's meetings is education, training and what it means to be a union member.

With no meetings held in 2014 because of our need to have two conventions, that hiatus provided an opportunity to renew and invigorate the regional meeting format for 2015 and beyond.

New offerings include workshops on the rights and responsibilities of all local officers, from the local president to the trustees, and comprehensive training for local chairpersons and local legislative representatives.

If you currently hold any local office or believe that you may want to run for election in the future, these workshops are designed to tell you everything that you need to know to be an effective representative of your fellow members. These workshops are not restricted to officers – they are designed to be informative for all members who have an interest in how business is properly done at the local level.

Also new to the meeting agenda are enhanced workshops for our bus members designed to address issues of interest to members in the bus industry.

In addition, there will be an array of workshops with representatives from the Federal Railroad Administration, the Railroad Retirement Board and others to provide updates on numerous issues including federal certification, positive train control, the Rail Safety Advisory Committee, Confidential Close Call Reporting (C3RS), retirement benefits and much more. Also in attendance will be representatives from our health care providers to provide information and advice on matters of importance to you and your family.

And of course, the topic of national rail contract negotiations will be front and center, with the latest information and updates presented during the meetings. Your national negotiating committee will be in attendance at both meetings and this is your opportunity to talk in person with those who are directly involved in negotiating your contract.

Your union – your future. The strength of our organization begins with each and every member and our future depends on a membership that is motivated and trained to advance the union message. I am confident that our enhanced regional meeting agenda will prove valuable to all who are able to attend.



Contact us: news_td@smart-union.org
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For the latest news, visit www.utu.org; also, register on the Transportation Division website to receive news alerts via Email.

Risch: 'What do we, as a labor organization, want?'

What do we want? What do you want?

What does your union want? What does labor want? The most common question I get when working Capitol Hill here in Washington, D.C., is – "What's the ask?" – meaning, what is it you're going to ask the representative or senator for?

I was pondering this question recently when I was asked to give a presentation to a group called OneRail to outline our union's legislative goals for this session of Congress. I came up with the simple answer, "We want to work."

We want to operate freight and passenger trains, drive buses and fly airplanes and we deserve fair pay for doing so.

When I'm asked by senators and representatives alike, that's my answer. "We want to work." We don't want to go on the dole. We don't want unemployment benefits or job retraining.

In sharp contrast to the sea of corporate D.C. lobbyists, we don't want any special tax breaks or special treatment ... we just want to work."

We want to operate freight and passenger trains, drive buses and fly airplanes and we deserve fair pay for doing so.

Plus, we expect and demand on many levels that our workplaces are safe, so that at the end of our shift, run or flight, we can go home to our families in one piece.

A big part of what we do in our Legislative Department is work to keep the jobs our members have, encourage the creation of more jobs for our



SMART Transportation Division Officer's Column

By John Risch

members and work to ensure that our workplaces are safe.

A big part of what we do in our Legislative Department is work to keep the jobs our members have, encourage the creation of more jobs for our members and work to ensure that our workplaces are safe.

Here are examples of our efforts:

- We work to make sure Amtrak and our nation's other passenger rail operations receive adequate investments.
- We work to see that our nation's transit agencies receive their fair share of revenue from the highway trust fund, and
- We support the essential air service program, which ensures that even people in small towns across America have some access to air service.

We are involved in saving jobs too, particularly on the coal side of the railroad industry. At least

20 percent of our freight rail members' jobs rely on the shipment of coal. To that end, we have actively lobbied Congress and worked with the Environmental Protection Agency and the Department of Energy to keep coal a part of America's energy mix. On the West Coast, we are working with allies to open three new ports for coal exports from the Powder River Basin. Thanks go to **Herb Krohn**, the Transportation Division's Washington State Legislative Director, for taking the lead on this effort.

But when you sum it all up and ask – "What do we want?" – the answer remains, "We want to work."

I'll leave you with the finest reply ever given on what labor wants. Samuel Gompers, the first president of the American Federation of Labor (the AFL of the now AFL-CIO), eloquently said:

"What does labor want? We want more schoolhouses and less jails; more books and less arsenals; more learning and less vice; more leisure and less greed; more justice and less revenge; in fact, more of the opportunities to cultivate our better natures, to make manhood more noble, womanhood more beautiful, and childhood more happy and bright."

That's what we want.

Fraternally

John Risch
National Legislative Director
SMART Transportation Division

State Watch

News from SMART TD State Legislative Boards

Kansas

State Legislative Director **Ty Dragoo** went before the City Council of Wellington, Kan., Feb. 9 to ask for their support of Senate Bill 164, a two-person rail crew bill currently being considered by the state legislature.

“This isn’t about money, it’s about safety,” Dragoo said. “The real issue is profits for the railroad. Traffic is down some on the railroads, but profits are up. They can cut costs a lot if they only have one person on a train.”

Railroad companies have consistently said there’s no factual data to support that one-person crews would pose a safety issue, but Dragoo pointed out that is because for the last 60 years, it has not been done.

The council was receptive to the idea of two-person crews, but worried that their support for the bill might damage their relationship with the railroad. Councilman **Vince Wetta**, a retired railroader and member of Local 794 at Wellington said, “We are elected to do things for safety. I don’t think the railroad will be that upset. Going to one-person crews will be a safety hazard to the public and cities and towns along the route. Financial concerns are not a reason to cut corners on safe operations.”

Dragoo, Wetta and others also appeared before Topeka, Kan., city and county officials Feb. 19 in an effort to garner additional support for the bill.

Utah

State Legislative Director **Jay Seegmiller** reports that the legislative board is supporting, in conjunction with BLET, two bills pending in the state legislature. The bills are S.B. 50, which would require two-person rail crews on freight trains in the state, and S.B. 127, which would improve safety requirements for vans services hired to transport railroad employees.

S.B. 50 passed in the Senate Transportation

North Dakota



State Legislative Director Jim Chase testifies before the state’s House of Representatives Transportation Committee in support of H.B. 1357, a bill that would require at least two crew members operating on all freight trains in the state. Opponents of the bill said it could create unintended consequences for interstate commerce. While H.B. 1357 did pass by a vote of 46-45 on Feb. 26, the proposed legislation required a constitutional majority of 48 votes to be approved in the House. Chase called the defeat of the legislation a “heartbreaking loss.”

Committee by a 3-2 vote and is headed to the full Senate for debate.

S.B. 127 was heard in the Senate Business and Labor Committee, where 16 SMART and BLET members showed up to testify, Seegmiller said. “Their testimony made quite an impact on committee members. S.B. 127 passed out of committee on a unanimous vote, thanks to the involvement of these members.” It now goes to the full Senate for debate and a vote.

“The work is not over; it is just beginning. Our members now need to contact their state Senate and House representatives and encourage them to support S.B. 50 and S.B. 127.”

Members can go to <http://le.utah.gov> and enter their home address and ZIP code in the box

at the bottom of the page to find their representatives’ contact information and seek their support for this legislation.

Virginia

A letter to the editor of *The Roanoke Times* by State Legislative Director **Pat Corp**, in response to an article published earlier entitled “Railroads want only one person at helm of trains,” was published Jan. 26. Corp’s letter read, in part:

“The railroad industry seems to be ramping up its efforts to justify reducing (train crews) from two crew members down to one. Only certain trains to begin with, they say, but I imagine if you give them that inch, the mile isn’t far behind.

“Using technology to justify the use of one person to operate a train instead of two would make sense to me, also, if I were a for-profit business... it is just natural to a capitalistic business model. Unfortunately, this same minimalist model is devoid of any sense of duty in relation to public concerns or public safety, and typically remains so until a calamity drives up the cost of that model. With our nation’s railroads running through just about every major and moderately sized metropolitan center, and with the sheer volume of hazardous material they carry, we cannot afford to roll the dice on safety.”

“I can tell you from personal experience that having the other person in the cab of the locomotive is lifesaving at times. We who run the trains welcome technology that adds a level of safety to train operations and lessens the hazards of the environment we work in, but not the use of that technology to open the door to riskier operations.

“The extra cost to society in having to pay a minute fraction more for products so that trains have two crew members instead of one is insignificant. Ensuring all trains have a certified conductor and engineer on board is paramount to providing that level of safety.”

Bus Department

By Calvin Studivant, Vice President-Bus
cstudivant@smart-union.org

Treat members alike and represent the interests of all

On behalf of the Smart Transportation Division officers, and especially the officers of the Bus Department, I would like to wish all of our members and their loved ones a safe, healthy and prosperous 2015.

Now that the elections for local officers are behind us, I would like to take this opportunity to congratulate all those who were successful in being elected to their new positions. I ask that they keep in mind that fair representation of their fellow brothers and sisters is the goal. Treat all members alike and strive to represent the interests of all. Attend all union meetings and encourage your fellow members to do likewise.

Also, my congratulations go out to all incumbent officers who won re-election. I trust they were re-elected to their positions on the merits of their service to their members.

Please know that we at the SMART International and Transportation Division offices stand ready to assist with the training of new officers, so that we can continue to provide our members with the best possible representation. We also stand ready to help our brothers and sisters with any labor disputes that they may be experiencing on their respective properties. We welcome your inquiries.

Both Bus Vice President Adhi Reddy and myself are committed to securing good labor agreements for our members and we will stop at nothing to ensure that our members are protected in the workplace.

We have attended meetings along with other unions and carriers to try to find the best means to eliminate assaults on bus operators and to also ensure that those who commit these assaults are punished severely.

The road ahead may be filled with potholes, but we will work with our Legislative Department in Washington to make sure our members’ voices are heard.

While our union’s Bus Department membership continues to grow, we must continue to be proactive and diligent in making it the strongest and most progressive union of all.

Please continue being the best drivers on the roads for your own safety, the safety of your passengers and that of the general public.



Studivant

Pennsylvania



Local 61 Legislative Rep. Keith English, State Legislative Director Paul Pokrowka, Local 1373 Legislative Rep. Kyle Brightbill and SEPTA General Committee of Adjustment Vice Chairperson Michael Stevens attend a Feb. 10 waiver request hearing before the Federal Railroad Administration. SEPTA has asked the FRA to extend a waiver that would allow them to ignore current laws concerning hours of service. “In October 2014, I attended SEPTA Local 61’s meeting and the membership unanimously asked me to fight this issue. This is of major concern for us due to the safety of our members and the riding public. Fatigue-related accidents are a huge concern to the Pennsylvania Legislative Board. SEPTA has chosen to spend their resources circumventing the system rather than working with this office for a proper resolution,” Pokrowka said. “This is a crew-scheduling issue and in no way justifies a waiver.”

FMCSA committee to update bus driver training

The U.S. Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) Feb. 10 announced the formation of a 26-member advisory committee that is tasked with updating classroom and new behind-the-wheel training requirements for professional truck and bus drivers.

The Entry-Level Driver Training Advisory Committee comprises a diverse cross-section of motor carrier interests, including training organizations, intercity bus and trucking industries, law enforcement, labor unions and safety advocates. The committee is tasked with negotiating the issues to be addressed in a proposed training rule, which the agency intends to issue by the fall of 2015, with a final rule expected in 2016.

“Ensuring roadway safety starts with the driver,” said FMCSA Acting Administrator Scott Darling. “Finalizing new training requirements for truck and bus operators is one of my top priorities and we have tapped a group of uniquely qualified stakeholders to help us work through the details and meet this goal.”

2015 regional meeting preparations are underway

The 2015 Transportation Division/UTUIA regional meetings have been designed to provide a grand sense of fraternalism, lots of worthwhile education and tons of fun for the whole family.

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

Regional meeting registration and hotel information, as well as web links to make hotel reservations online, can be accessed by visiting www.utu.org and clicking on the “Meetings” box on the bottom of the homepage.

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

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the SMART Transportation Division, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by June 19 for the Phoenix meeting or by July 3 for the Providence meeting, or the registrant will be charged an on-site registration fee of \$200.

The pre-registration fee for the 2015 regional meetings is \$150 per member, spouse or child

over age 11, the same fee charged the last seven years. Additional fees apply for the golf outings and tours. You must make your own room reservations, and certain deadlines apply.

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

You may cancel your meeting registration 10 days prior to the first day of the meetings or golf outings without penalty. Call the Transportation Division at (216) 228-9400 or email ghenges@smart-union.org immediately regarding changes or cancellations.

United Airlines offering discounted flights

United Airlines offers discounts off published fares up to 10 percent of zone fares for the Phoenix and Providence, R.I., regional meetings.

Call your travel professional or United Airlines at (800) 426-1122 for reservations. Refer to Z Code (ZUJX) and Agreement Code (982191).

There will be a \$25 service fee collected, per ticket, for all tickets issued through United Airlines ticketing facility.

Or, save an additional three percent by booking your own reservations at www.united.com. Choose your flight times and access your meeting discounts by inserting the Z Code and Agreement Code in the Offer Code box, without a space between the two codes (ZUJX982191).

A direct link to United's online reservation system can also be found on the Transportation Division's website at www.utu.org and clicking on the “Meetings” tile at the bottom of the homepage. Choose the city of the regional meeting that you are attending for the link and additional meeting information.



Two regional meeting tours booked in Phoenix, Providence

The Transportation Division is arranging two different tours of local attractions at both the Phoenix and Providence, R.I., regional meetings.

They will take place the day preceding the regional meeting, as well as the first day of both regional meetings.

Tour fees are \$35 per tour for each registered attendee or guest, or \$75 per tour for each unregistered attendee or guest.

Details of the two tours in Phoenix and Providence are still being ironed out and will be announced soon on the “Meetings” page of www.utu.org. Select the “Meetings” link at the bottom of the homepage.

Avis Rent-a-Car offering discounts at airports

The Transportation Division has arranged with Avis Rent-a-Car to offer discounted rates to members attending the 2015 regional meetings.

To reserve a car, contact Avis at (800) 331-1600 and use SMART's Avis Worldwide Discount (AWD) number: **D150699**.

For the Phoenix and Providence, R.I., regional meetings, members and guests can also reserve a car online. Visit the Transportation Division website at www.utu.org, select the “Meetings” link at the bottom of the homepage, then select the appropriate regional meeting city.

When renting a car online, be sure to use the same Avis Worldwide Discount (AWD) number as listed above: **D150699**.



Transportation Division Regional Meeting Registration Form

Registering before the regional meetings expedites sign-in procedures, helps organizers plan more accurately, and saves on meeting costs. **Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2-1/2 days and conclude on the afternoon of the third day.** Registration fees are \$150 per person; children 11 years of age and under are complimentary. On-site registration is \$200 per person. All fees must be paid in U.S. funds. Registration forms with payment must be received at the Transportation Division by June 19 for the Phoenix meeting and by July 3 for the Providence, R.I., meeting for all members, spouses and guests to be considered pre-registered.

Which regional meeting will you be attending? ☐ Phoenix ☐ Providence

Arrival date: _____ Departure date: _____

Transportation type: ☐ Automobile ☐ Air ☐ Other

Member Registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____

Phone number () _____ Email _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Spouse Registration ☐ Phoenix ☐ Providence

Spouse name _____ Title (if any) _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Spouse/guest tour: ☐ Sunday or ☐ Monday (\$35/tour per registered spouse; \$75/tour per unregistered spouse)

Child Registration ☐ Phoenix ☐ Providence

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Child name _____ Age _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Tour: ☐ Sunday or ☐ Monday (\$35/tour per registered child; \$75/tour per unregistered child) No. attending _____

Guest Registration ☐ Phoenix ☐ Providence

Guest name _____ Relationship to member _____

Home address _____

City/State/ZIP _____

Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal

Spouse/guest tour: ☐ Sunday or ☐ Monday (\$35/tour per registered guest; \$75/tour per unregistered guest)

Special Needs? (Circle appropriate responses): Registrant / spouse / child / guest is:
hearing impaired / visually impaired / in wheelchair / other: _____

Golf registration ☐ Phoenix ☐ Providence

Name _____ Handicap _____ Name _____ Handicap _____

Name _____ Handicap _____ Name _____ Handicap _____

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

Payment options

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

Credit card ☐ VISA ☐ MasterCard

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

Signature _____

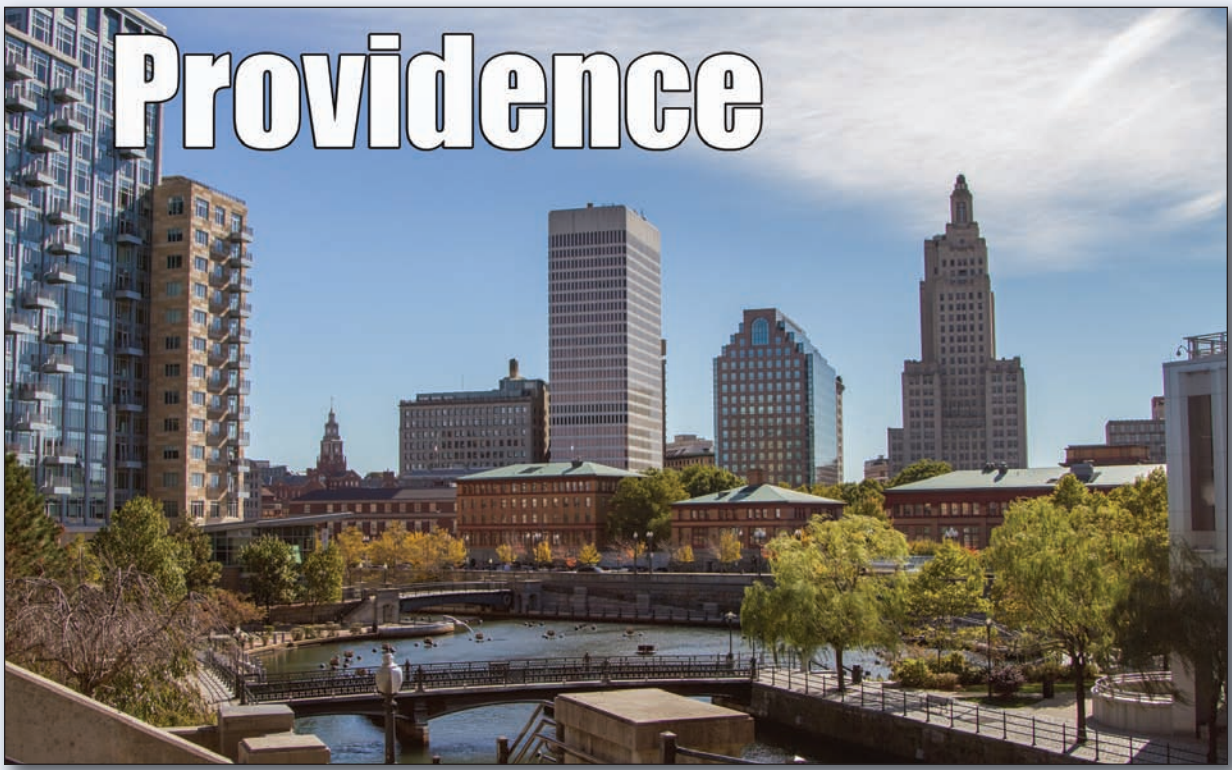
Should additional space be needed, make copies of this form and attach to the original. Make checks or money orders payable in U.S. funds to “SMART TD Regional Meeting” and mail to SMART TD Regional Meeting, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333. Persons who do not pre-register for the regional meeting but choose to register at the meeting site will be charged an additional \$50. Space on the tours is limited; reservations are accepted on a first-come, first-served basis.



Phoenix, June 29-July 1: Arizona Biltmore, 2400 East Missouri Ave., Phoenix, AZ 85016, www.arizonabiltmore.com/
Reservations: (800) 950-0086 toll free; (602) 955-6600 direct **Reservation code:** SMART Western Regional Meeting **Room Rate:** \$129 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability.
Room reservation deadline: May 26, or until all rooms being held for SMART are reserved. **Parking:** \$12 per day self park, \$27 valet
Golf outing: The regional meeting golf outing will take place Sunday, June 28, at The Links on the grounds of the Biltmore. The cost is \$80 per golfer, which includes golf, lunch and more.



Photo courtesy of Visit Phoenix.



Providence, R.I., July 13-15: Omni Providence, 1 West Exchange St., Providence, RI 02903, <http://www.omnihotels.com/hotels/providence>
Reservations: (800) 843-6664 toll free; (401) 598-8000 direct **Reservation code:** SMART **Room Rate:** \$155 single/double, plus taxes
Overflow hotel: Providence Biltmore, 11 Dorrance St., Providence, RI 02903, <http://www.providencebiltmore.com>
Reservations: (800) 294-7709 toll free; (401) 421-0700 direct **Reservation code:** SMART **Room Rate:** \$149 single/double, plus taxes; rates good for three days before and after meeting at both hotels, depending upon availability.
Room reservation deadline: June 10, or until all rooms held for the SMART are reserved. **Parking:** \$28 per day valet; \$18 per day self park at the Omni.
Golf outing: The regional meeting golf outing is Sunday, July 12, at a course to be determined. The cost is \$80 per golfer.

Photos courtesy of Nicholas Millard, GoProvidence.com.

UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Career leads retiree to volunteer efforts

After 44 years of working on the railroad, **Harry Hendricks** retired in 1993 determined to spend some of his time volunteering, but where?

Hendricks, 86, found his niche at the Clark County Historical Museum in Vancouver, Wash.

"I got involved with the museum when the rails put a room full of railroad merchandise in the museum many years ago. I was involved in that, and later on, after I retired, I was down there a couple times a week. I started explaining to people the significance of the items and just slid into being the resident railroad consultant," Hendricks said.

"I've been involved with the museum for 30 years. You know, after you retire, you should have things to do and give back to the community, so that's what I do."

"We no longer have the railroad items at the museum, just in storage. The old had to make way for the new and there's no longer room at the museum for the railroad items."

"We had everything from an old depot stove, railroad watches, keys, silverware and plates from dining cars, a steam whistle, a library of books and pamphlets. We had everything in there. Every day, I'd like it to go back in the museum. Retirees would like it to go back. We no longer have room for it at the museum, but I'd like for something to be done with it."

Most recently, Hendricks sat on a committee

through the museum that worked to get a permanent diorama placed at Vancouver's 1909 Train Depot (Amtrak Station). The exhibit, called "SP&S: The Northwest's Own Spokane, Portland, and Seattle Railway," is a permanent display detailing how Clark County was transformed by the railroad over a period of many years. The diorama was unveiled to the public Jan. 31 and is free to view at the station.

"I'm the railroad person they go to at the museum and we talked about this for awhile. I was asked to be on the committee, being as I know rail," Hendricks said.

Although not as active with the museum as he once was, Hendricks explained, he still can be found at the depot wiping down the displays, or at the museum, talking with the director.

He also spends his time reminiscing with members of the Old Rails Club that meets every month, with other Navy veterans, or traveling with his wife. He spent four years with the Navy as a boatswain mate, 2nd class. He's been to Hawaii, Australia, Hong Kong, Singapore, China, Saudi Arabia, Tangiers, North Africa and many other exotic places in his travels.

A member of Local 1637 at Wishram, Wash., Hendricks spent his railroad career as a conductor, starting with Union Pacific in 1949, and then with the Spokane, Portland & Seattle Railway in 1950, now a part of BNSF Railway.

"It was a good job, a different job," Hendricks said. "I had the opportunity to work freight and yard and different jobs. I enjoyed it mostly when I got to do different jobs whenever they came up."

RRB annuities are exempt from state income taxes

According to Section 14 (45 U.S.C. Section 231m) of the Railroad Retirement Act, retirement annuities are not taxable for individual state income tax purposes.

Bruce Rodman of the Public Affairs/Office of Administration of the U.S. Railroad Retirement Board says, "Both of our primary enabling statutes – the Railroad Retirement Act and the Railroad Unemployment Insurance Act – specifically exempt the benefits paid under them from state income taxes."

"However, if a person doesn't know this – and sometimes this might stem from people using free tax-prep software or obtaining volunteer assistance in filing their returns – and declares it as taxable income, the state tax collection agencies probably won't know any better."

The RRB also states on the "Frequently Asked Questions" section of its website that railroad retirement, unemployment and sickness benefits paid by the RRB are not subject to state income tax. However, these benefits are taxable on the federal level.

Many tax preparers, and even states, are not aware of these statutes and may attempt to tax a railroad retirement annuity. It is up to the individual to make sure that his or her annuity is not taxed by the state in which they reside.



Palmetto GBA: Medicare may cover some dental services

In most cases, Medicare does not cover dental services, specifically, services related to the care, treatment, filling, removal, or replacement of teeth, or structures directly supporting teeth.

This would include check-ups, cleanings, and dental devices as well as extractions or other procedures performed to prepare the mouth for dentures (including reconstruction of the ridge) or titanium implants.

Medicare does not change its coverage based on how complex, difficult or necessary the care may be. In addition, if a patient is hospitalized for treatment, it would not automatically allow coverage to exist.

Medicare may cover dental services specifically related to:

- Treatment of a fractured jaw;
- Cancer treatment;
- Extraction of teeth **prior** to radiation treatment of the jaw (but not after);

- Dental exam **prior** to a kidney transplant or heart valve replacement; and
- Removal of oral lesions or tumors.

If a covered procedure is performed in connection with an excluded service, such as preparing the mouth for dentures, both services are non-covered. If a non-covered service or procedure is an essential part of a covered service or procedure, such as removal of a tooth that is preventing the removal of a tumor, both services may be covered. You should contact your provider to determine if a specific service or procedure is covered by Medicare.

If you have questions about what Medicare will pay for dental services, call Palmetto GBA's Beneficiary Contact Center at (800) 833-4455, Monday through Friday, from 8:30 a.m. to 7 p.m. ET. For the hearing impaired with the appropriate dial-up service, call TTY/TDD at (877) 566-3572.



PALMETTO GBA®
A CELERIAN GROUP COMPANY

Oakland Old Rails Club planning April 12 dinner

The Oakland Old Rails Club is planning its annual dinner and get together for Sunday, April 12, 2015, at the Elios Family Restaurant at 260 Floresta Blvd., San Leandro, Calif.

The event will begin at noon with a no-host bar, with dinner to be served at 1:00 p.m. There are three dinner choices this year of coulotte steak with mashed potatoes or rice, broiled salmon and rice, or broiled chicken breast with mashed potatoes or rice. All dinners include a tossed salad, vegetables, bread and butter, dessert and coffee.

Tickets are \$30 and may be purchased at the March meeting or by mail. For tickets by mail, send money and entrée choices to **Bill Cotton**, 1310 Strathmore Ct., Concord, CA 94518. The price includes sales tax and gratuity. Checks can be made payable to "Old Rails Club." Reservations can also be made by calling (925) 872-7186.

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 |
|-------|-----------------------|--------------------|-------|------------------------|------------------|-------|--------------------------|------------------------|
| 1 | Mikulski, John Q. | Grand Island, N.Y. | 471 | Ward, Arlo A. | Eugene, Ore. | 1074 | Ladley, David R. | Clairton, Pa. |
| 94 | Sesher, Charles | Chanute, Kan. | 626 | Lebsack, Artie | Denver, Colo. | 1106 | Adams, Robert J. | Whitakers, N.C. |
| 194 | Morlan, James L. | Terre Haute, Ind. | 631 | Minnich, James W. | Hagerstown, Md. | 1221 | Thompson Jr., Leonard W. | Brandon, Fla. |
| 196 | Devore, Milton | Meredosia, Ill. | 631 | Sowers, Robert R. | Hagerstown, Md. | 1299 | Smith, Robert M. | La Porte, Ind. |
| 202 | Fuller, Emmett E. | Johnstown, Colo. | 645 | Lazuta, Robert C. | Mattituck, N.Y. | 1366 | Lord, Gene | Ogden, Utah |
| 202 | Romero, Fermin E. | Arvada, Colo. | 782 | Sluder, Gay | Asheville, N.C. | 1376 | Pauley, William | Fort Myers, Fla. |
| 259 | Dare, Patrick R. | Country Club, Mo. | 792 | Muster, Walter E. | Dover, Ohio | 1379 | Demeo, Carmine J. | Turtle Creek, Pa. |
| 298 | Gatchell, Chester L. | Fort Wayne, Ind. | 794 | Adams Jr., Kenneth L. | Wellington, Kan. | 1445 | Murray, Joseph A. | Elizabeth, N.J. |
| 298 | Secrist, Max R. | Fort Wayne, Ind. | 838 | Minkiewicz, Stanley J. | Bear, Del. | 1557 | Henry Jr., W.O. | Dyersburg, Tenn. |
| 363 | Shifflett, Randall C. | Tuttle, Okla. | 945 | Armstrong, Donald G. | Clovis, N.M. | 1570 | Loewen, Ernest L. | Bonnars Ferry, Idaho |
| 378 | Fletcher, Kenneth P. | Lake Placid, Fla. | 991 | Polen, Melvin L. | Washington, Pa. | 1780 | Barlow Sr., Robert L. | El Dorado Springs, Mo. |
| 446 | Pollare, Joseph S. | Cheyenne, Wyo. | 1031 | Leggett, Miron A. | Augusta, Ga. | | | |

Don't let cancer treatment costs send your life's savings down the drain

Protect your family and your savings with a UTUIA Cancer Hospital Indemnity policy

UTUIA's Cancer Hospital Indemnity policy offers peace of mind. The benefits are paid directly to the policyholder to use as he or she sees fit. Use them to meet household expenses and other continuing expenses. This policy supplements regular hospitalization insurance, thereby protecting savings. Some benefits may vary based on state of residence.

With monthly premiums starting as low as **\$9 per month**, this plan fits into any budget.

UTUIA's Cancer Hospital Indemnity policy offers:

- ✓ \$300 per day for hospital confinement
- ✓ \$600 per day in extended stay benefits
- ✓ \$100 per day for home recovery
- ✓ \$2,000 first diagnosis benefit for internal cancer
- ✓ \$15,000 bone marrow transplant benefit



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sales@utuia.org

Information, please

I would like more information on UTUIA's Cancer Hospital Indemnity insurance plan.

Please print



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

Complete and mail to: UTUIA, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333 02/15

Railroads expect to spend \$29B on network, hire 15,000

U.S. freight railroads plan to spend an estimated \$29 billion on the nation's rail network, and project to hire about 15,000 people in 2015, the Association of American Railroads (AAR) reported Feb. 2 in its 2015 Outlook. These high-paying jobs, and record private spending will further strengthen an essential transportation system that is today powering a U.S. economic comeback.

"By providing affordable, efficient and reliable transportation of goods, from lumber to oil to auto parts and grain, freight railroads continue to play a vital role in the positive economic trends rippling through the U.S. economy – including rising gross domestic product, improving employment statistics and plummeting gasoline and heating prices," said AAR President and CEO Edward R. Hamberger.

The planned \$29 billion in projected spending in 2015 – or approximately \$79 million a day – brings the freight railroads' private investments to \$575 billion since 1980. The spending has covered upgraded track, new locomotives and freight cars needed to meet growing demand and make a safe network even safer.

"Unlike most other transportation modes, freight railroads rely on their own funds, not taxpayer dollars, to build and maintain their networks," Hamberger said. "The result of spending more than half-a-trillion dollars of private funds over the last couple of decades makes this country's freight rail system the envy of the world."

The new rail hires, of which an estimated 20 per-

cent will be veterans, join the ranks of those with compensation, including benefits, among the highest of any industry, averaging \$109,700 per year.

Sound public policy and today's balanced economic regulations, Hamberger noted, make it possible to offer high-paying rail jobs and provide the affordable and efficient service American businesses need and expect if they are to compete

Sen. calls for \$1 trillion infrastructure investment

Sen. Bernie Sanders (I-Vt.) Jan. 27 introduced legislation to rebuild America's crumbling network of roads, bridges, transit systems and other infrastructure projects. The five-year plan would invest \$1 trillion in the effort and create or maintain at least 13 million decent-paying jobs, according to Sanders, the Senate Budget Committee ranking member.

The legislation, cosponsored by Sen. Barbara Mikulski (D-Md.), the appropriations committee ranking member, is supported by the American Society of Civil Engineers, the AFL-CIO and others.

"For too many years, we've underfunded our nation's physical infrastructure. We have to change that and that's what the Rebuild America Act is all about. We must modernize our infrastructure and create millions of new jobs that will put people back to work and help the economy," Sanders said.

"My legislation puts 13 million people to work repairing the backlog of infrastructure projects all across this country. These projects require equipment, supplies and services, and the hard-earned

in a global marketplace.

"The rail industry's ability to move more of what our economy needs rests on its ability to earn the capital necessary to continue record private investments, while supporting jobs across the country," Hamberger said. "With the right federal policies in place, the world's best rail network is on track to be even better."

salaries from these jobs will be spent in countless restaurants, shops and other local businesses. It's no surprise that groups across the political spectrum – from organized labor to the U.S. Chamber of Commerce – agree that investing in infrastructure will pay dividends for future generations."

Sanders' bill makes targeted investments in roads, bridges, transit, passenger and freight rail, water infrastructure, marine ports and inland waterways, national parks, municipal broadband and the electric grid.

"By making smart federal investments in our nation's infrastructure, we can create jobs and opportunities today, while strengthening our economy for tomorrow. I'm proud to cosponsor the Rebuild America Act," Mikulski said.

Tom Trotter, legislative representative for the AFL-CIO, said Sanders' proposal will "raise the profile about the serious needs of our nation's infrastructure. This proposal provides a stark blueprint of what needs to be accomplished and provides an opportunity to create millions of new jobs."

House committee approves Amtrak, passenger rail funding bill

Continued from page 1

In addition, rail infrastructure projects are unnecessarily delayed by unwieldy review processes that cost time and money, and current law that limits the ability to partner with the private sector holds back the development of the system.

During the legislation markup, the committee also approved 12 General Services Administration Capital Investment and Leasing Program resolutions that will result in \$111 million in taxpayer savings, based on the Fiscal Year 2016 Budget Views and Estimates of the committee.

SMART, BLET push state two-person crew laws

Continued from page 1

Crew size has become a hot button issue following the 2013 oil train derailment and explosion in Lac-Megantic, Quebec. While an official cause has not been determined, the train in question was operated by a single employee.

"We urge BLET and SMART Transportation Division officers to work with their counterparts in moving legislation forward on this issue of paramount importance to the members we represent," President Pierce and President Previsich wrote.

Anthem responds to breach

Continued from page 1

more, we will continually update this website and share that information with you."

Current and former Anthem members whose information was included in the database that was compromised can visit AnthemFacts.com to learn how to enroll in two years of free credit monitoring and identity theft repair services provided by our vendor – a leading and trusted identity protection provider. Members were able to access these services starting Feb. 13, prior to receiving a mailed notification from Anthem.

The free identity protection services provided by Anthem includes two years of:

- Identity Repair Assistance: Should a member experience fraud, an investigator will do the work to recover financial losses, restore the member's credit, and ensure the member's identity is returned to its proper condition. This assistance will cover any fraud that has occurred since the incident first began.

- Credit Monitoring: At no cost, members may also enroll in additional protections, including credit monitoring. Credit monitoring alerts consumers when banks and creditors use their identity to open new credit accounts.

- Child Identity Protection: Child-specific identity protection services will also be offered to any members with children insured through their Anthem plan.

- Identity Theft Insurance: For individuals who enroll, the company has arranged for \$1,000,000 in identity theft insurance, where allowed by law.

- Identity theft monitoring/fraud detection: For members who enroll, data such as credit card numbers, Social Security numbers and emails will be scanned against aggregated data sources maintained by top security researchers that contain stolen and compromised individual data, in order to look for any indication that the members' data has been compromised.

- Phone Alerts: Individuals who register for this service and provide their contact information will receive an alert when there is a notification from a credit bureau, or when it appears from identity theft monitoring activities that the individual's identity may be compromised.

SMART will continue to keep members updated through its websites and publications.

Rail worker safety bills marked up in Wash.

Members of the SMART Transportation Division's Washington State Legislative Board have been quite busy in recent weeks.

Working with the board members and state emergency management officials, state senators and representatives of the Washington State Legislature Jan. 29 introduced six bills that could have a direct impact on Transportation Division-represented railroad employees and the safety of the communities in which their trains operate.

House Bill 1809 and Senate Bill 5697 re-establish state-mandated minimum railroad crew-staffing levels on all trains operating in the state.



Krohn

Also introduced were a yardmaster hours-of-service bill in both the House of Representatives and the Senate and a rail-crew transportation safety bill.

Under the proposed crew-staffing legislation, all trains and yard-switching assignments will be staffed with no less than two qualified employees. Trains designated as hazardous material trains of 50 cars or less, will be staffed with no less than three qualified employees, with the third employee assigned to work on the rear of the train in a position to be able to safely observe and monitor the train.

Trains designated as hazardous material trains of 51 cars or more will be staffed with no less than four qualified employees, with two employees assigned to work on the rear of the train.

Hazardous material trains are defined utilizing the current national standards adopted by Department of Transportation and all Class I carriers. The State Utility and Transportation Commission can direct carriers to exceed the minimum requirements if specific conditions affecting safety or security necessitate additional crewmembers.

The House Labor Committee Feb. 17 passed H.B. 1809 out of committee and a hearing was scheduled for Feb. 9 in the Senate Commerce and Labor Committee, Transportation Division Washington State Legislative Director **Herb Krohn** said. "All of the other bills in the House of Representatives have passed through initial committees and made it past the first cut off date."

"Our workers know how to run these trains safely, but the railroad refuses to provide adequate staffing, exposing the public and railworkers to death and injury. These bills simply restore Washington State's commonsense safety standards," Krohn said. "We looked at what went wrong in each of the catastrophic explosions and the close calls, and it's clear that one or two people simply can't monitor and safely operate these dangerous cargos."

"Safely moving goods through Washington State is in everyone's interest. The public is counting on us to ensure that trains, no matter what they are transporting, are safely operated," said Linda Evans Parlette (R-Wenatchee), chairman of the Senate Majority Caucus.

"I've worked as a conductor for 10 years with a perfect safety record and this bill will make trains safer," said Local 324 Chairperson and Legislative Rep. **Paul McGill** of Seattle.

The text of the bills read, in part, "Any person, corporation, company, or officer of the court operating any railroad, or part of any railroad or railway within the state of Washington, and engaged as a common carrier, in the transportation of freight or passengers, who violates any of the provisions of section 3 of this act are guilty of a misdemeanor, and upon conviction shall be fined not less than one thousand dollars and not more than one hundred thousand dollars for each offense."

Krohn said the bills are in response to concerns raised by emergency management officials who have become aware that the crewmembers on the head end of trains, in most cases, cannot see their train beyond a limited sight distance. Recognizing that the train crews are the first responders, they believe that trains that pose a significant risk to the public need crewmembers on the rear of the train, in a position to be able to see the train and take appropriate action if something goes wrong.

"As an emergency manager, I plan for disaster and work for safety. Human eyes are key to safety and proper staffing is important, which is why I support this bill," said Dominic Marzano, emergency manager for Kent, Wash., and division chief of the Kent Fire Department – Regional Fire Authority.

Noting that railroad yardmasters are required to work excessively long hours by railroad carriers, H.B. 1284 and S.B. 5696 will prohibit a yardmaster to "remain or go on duty for a period in excess of twelve consecutive hours...An employee may not remain or go on duty unless that employee has had at least ten consecutive hours off duty during the prior twenty-four hours."

If the state's Utilities and Transportation Commission finds that a Class I carrier violates the provisions of these bills, if passed, "the commission may assess a civil penalty of not less than ten thousand dollars and not more than fifty thousand dollars."

Krohn said that yardmaster and BNSF GO 341 General Chairperson **Jeffrey Sellman** was the impetus behind these bills and worked tirelessly to advance them in the legislature.

Finally, H.B. 1808 and S.B. 5797 will, if passed, "regulate charter party carriers providing railroad crew transportation and every contract crew hauling vehicle with respect to the safety of equipment, driver qualifications, insurance levels, and safety of operations. The commission must adopt rules and require reports as necessary to carry out this chapter regarding contract crew hauling vehicles and establish federal motor vehicle safety standards for contract crew hauling vehicles, regardless of seating capacity, as the minimum safety standards."

"I am really excited about how we've advanced these bills in the legislature," Krohn said. "They are reasonable bills that won't break the bank of the railroads. They are a reasonable precaution to protect the public and our members."

Krohn encourages Transportation Division members and all concerned railroad employees to contact their lawmakers and seek their support of these legislative proposals.

Safety Team member assisting NTSB in Calif.

The SMART Transportation Division's National Safety Team has assigned one of its members to assist the National Transportation Safety Board in its investigation of the crash and derailment of a Metrolink commuter train in Ventura County in California Feb. 24.

Twenty-eight people were injured, four of them critically, when the five-car Metrolink commuter train traveling from Ventura County to Los Angeles struck a truck on the tracks and derailed.

Safety Team Investigator **Louis Costa** of Local 1241 at Richmond, Calif., will assist the NTSB in determining the facts of the accident.

Safety Team members are selected by the

SMART Transportation Division president based upon their knowledge of operating rules and understanding of general railroad operations, train movements and dispatching. When a major rail accident occurs, a NST co-director immediately assigns one or more NST members to assist in the investigation.

A Federal Railroad Administration spokesperson said, "Federal Railroad Administration investigators are en route to the scene, and they will conduct a thorough investigation to determine the factors that contributed to this accident. Safety must be every railroad's absolute top priority. We will establish what lapses, if any, occurred and order any necessary corrective actions."

Membership in Alumni Association doesn't cost, it pays

The UTU Alumni Association was created in 1976 to serve the retired members of the United Transportation Union.

The program has over the years been called both the UTU Retiree Program and the UTU for Life program. This program has no relation to lifetime UTU membership, which is awarded when a member retires in good standing.

The UTU Alumni Association is a voluntary, money-saving program for transportation retirees from all crafts. Members enjoy the many benefits shown below. It is under the direction of retired Florida State Legislative Director **Carl Cochran**, who works every day to make sure the program serves the retired members of this union.

As a retired state director, Cochran is also in touch with state and national lawmakers who hold sway over Railroad Retirement. He is an important aide to SMART's Legislative Department in protecting and improving this vital program.

Retired UTU/SMART Transportation Division members, as well as those individuals nearing retirement or interested in pension and other issues affecting transportation-labor families, are invited to participate in the UTU Alumni Association.

With annual dues set at only \$9 (U.S.) per year, membership in this fast-growing program doesn't cost – it pays!

Check out the UTU Alumni Association page in the pull-down menu under "About SMART TD" on www.utu.org.

The Alumni Association offers these benefits:

- The SMART Transportation Division News, covering items of interest to retired and active members, including developments affecting

UTU Alumni Association application

(Please print)

Name _____ Local _____

Address _____

City _____ State/Province _____ ZIP _____

Phone _____ Email _____

I wish to join the *UTU Alumni Association*. Enclosed is a check or money order payable to "UTU Alumni Association" in the amount of \$9.00 (U.S.) for one year's dues.

Return with check to UTU Alumni Association, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333

- Railroad Retirement pensions;
- Automatic listing in The Final Call, the notice of recent deaths carried in the SMART Transportation Division News, as shown on page 8;
 - A UTU Alumni Association baseball-style cap with embroidered logo;
 - An annual full-size SMART TD wall calendar, featuring beautiful transportation photos;
 - Membership in the nearest Alumni Association chapter. There are 16 chapters currently holding meetings throughout the U.S. and Canada;
 - Discounts on car rentals from National Car Rental in the U.S. and Canada;

- Discounts at popular lodging chains, such as Wyndham Hotels and Resorts, Days Inns, Red Roof Inns, and Super 8;
- Discounts on cellular telephones and services from AT&T;
- An important documents folder for keeping insurance policies, stock certificates;
- A 41-page UTU/UTUIA Assets Manager to keep track of financial information;
- A 36-page UTU/UTUIA Medical Manager for important medical information; and
- Automatic enrollment in the UTU Travelers' Club, which sponsors world-wide excursions at affordable, group rates.

Retiree Gary York transcends his disability while heading for the green

"Golf camaraderie, like that of astronauts and Antarctic explorers, is based on a common experience of transcendence; fat or thin, scratch or duffer, we have been somewhere together where non-golfers never go," said the late, great American writer John Updike. While playing golf, retired UTU member and Union Pacific trainman/brakeman **Gary E. York** can attest to this common experience of transcendence. What makes his experience even more transcendent, though, is that he and his golfing partners are all veterans of the U.S. armed forces and they all are disabled.

Thanks to the project "Boots on the Green," York and his veteran buddies are able to continue playing golf and are enjoying its therapeutic and social benefits, despite their physical limitations.

"Boots on the Green is a great organization created by guys at the Department of Veterans Affairs for disabled veterans. We have helped many disabled veterans who initially seemed to have given up on life. They were depressed and felt that there simply wasn't much they could do anymore. But, after a little training and a couple rounds of golf, a transformation takes place. A smile appears, laughter ensues, and pretty soon they are having fun and enjoying themselves and life. And it is for this very reason that BOG exists," York said.



Unlike many of his golfing buddies, who became disabled while serving their country in active duty, York suffered his disability years after he left the military. He served as an infantryman in the U.S. Army from 1966 through 1968, being stationed in Vietnam from 1967 through 1968 and achieving the rank of sergeant.

"I was known as Sgt. York in Vietnam. This was a sad time in my life. Sad for the people and sad for the returning U.S. soldiers, who were not always welcomed home, but I would not give up this experience for anything. I would not want to do it over again, either. I learned a lot about life while there," York said.

He survived the war physically unscathed and made it back home. In 1970, he hired out as a brakeman with the Missouri Pacific Railroad and after two years, he became a conductor. He maintained a successful railroad career for over three decades until Dec. 14, 2005, when both of his legs were severed in a horrific railroad accident. On that day, his life was permanently and irrevocably changed. "I really did enjoy my job and the people I worked with. They were like family," York said.

Despite his accident, York continues to enjoy life and BOG has helped. It is a partnership between the University of Missouri Extension, the St. Louis Veterans Affairs Medical Center, Gateway PGA and H.E.R.O.E.S. Care, a support network for military families. Jerry Hitzhusen, UM associate professor of parks, recreation and tourism, is the project coordinator. Hitzhusen works with VA recreation therapists, PGA golf professionals and volunteers to organize golf clinics and tournaments for the program. He has been involved with therapeutic recreation for more than 40 years.

Danny Baker is a volunteer adaptive golf instructor with BOG and is credited for recruiting York.

"About six years ago, I was contacted by Danny Baker. He sells solo rider golf carts and informed me of a golfing program for veterans. I eventually tried one of the carts on the golf course and realized that 'I can do this. This is fun.' My brother, the late David York, and I were fortunate enough to play in the first BOG tournament. I have been involved ever since. Also, the owner of a golf course in Arlington Heights, Ill., has been very generous and has allowed all of our tournaments to be played there. We are very grateful."



Advances in assistive technology have allowed golf courses to become accessible to players with limited mobility and BOG utilizes this accessibility. York plays golf at least twice a week by driving a single-rider golf cart. It is designed in a way that lets disabled golfers drive onto teeing grounds and putting greens without damaging the turf. Golfers can raise, lower or pivot their seats to negotiate the ball without ever having to dismount. Also, swingless golf clubs assist in driving the ball across the fairway. These clubs utilize small explosive charges that help to propel the ball.

York, a member of Local 1823 at St. Louis, has inspired many people beyond measure, so much so that he was recently invited to speak before an audience of 250 attendees of a professional golf association meeting. Although he expressed some anxious reservations about what he could possibly say to these golf pros, certainly he can speak to his fellow golfers about their common experience of transcendence. Fat or thin, scratch or duffer, disabled or not, they all have been somewhere together where non-golfers have never gone.

Learn more about Boots on the Green by visiting <http://cafnrnews.com/2014/05/boots-on-the-green-2/>.



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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 Alumni Association member and retired BNSF conductor **Peter Card Jr.** of Local 1137 at Fargo, N.D. "I hired this helicopter to fly me over Staples, Minn., and was fortunate to catch two southbound trains leaving the eight-track overflow yard, passing the Staples Depot," Card said.

Secretary of Labor's statement on union membership

U.S. Secretary of Labor Thomas E. Perez issued the following statement on the department's Bureau of Labor Statistics report released Jan. 23 on union membership in 2014:

"Today's report confirms what we've always known: that belonging to a union makes a powerful difference in people's lives, providing greater economic security and helping them punch their ticket to the middle class.

"The 2014 BLS data shows that among wage and salary workers, those in a union have median weekly earnings of \$970, compared to \$763 for those not in a union. That's not pocket change – it amounts to greater than \$10,000 a year more for union members. There is also a smaller gender pay gap for unionized workers – women who are in a union come closer to parity with their male counterparts than do non-union women. The report also finds that the union membership rate was 11.1 percent last year, 35.7 percent for public-sector workers.

"The economy is resurgent, with an unemployment rate well below six percent and job growth we haven't experienced since the late 1990's. The challenge we face now is creating shared prosperity, ensuring that our growing economy works for everyone. To do that, we need to turn up the volume on worker voice.

"There is a direct link throughout American history between the strength of the middle class and the vitality of the labor movement. It's not a coincidence. When unions are strong, working families thrive, with wages and pro-

ductivity rising in tandem. But when the percentage of people represented by unions is low, there is downward pressure on wages and the middle class takes it on the chin.

"President Obama said in the State of the Union that middle-class economics requires 'laws that strengthen rather than weaken unions, and give workers a voice.' That means protecting and strengthening collective bargaining rights, and it also means exploring new organizing strategies and other innovative approaches to empowering workers in a modern economy.

"Across the country at the grass-roots level, workers and their advocates are doing just that. Whether it's auto workers emulating the German works council model, or the dynamic movement of fast-food workers seeking a raise, or efforts by taxi drivers and home health care workers to stand up for their rights, we are seeing more people seeking creative ways to make their voices heard.

"Doing so can and must be done in collaboration with employers. We reject the old false choice and zero-sum thinking – the kind that suggests either workers or their employers can thrive, but not both. Unions succeed not at the expense of business, but in partnership with business. Forward-looking employers recognize that they can give their workers a voice while giving their bottom line a boost.

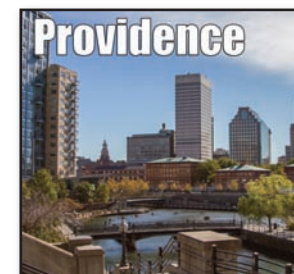
"To maintain robust economic growth, to create more shared prosperity and a better life for millions of middle-class families, we need full-throated worker voice."



Inside this issue of SMART Transportation Division News:



To win or to place, you have to show. See page 3.



2015 regional meeting preparations are underway. See pages 6 and 7.



Career leads retiree to volunteer efforts. See page 8.



Retiree Gary York transcends his disability while heading for the green. See page 11.