



Transportation Division News

Volume 47 • Number 3 • April 2015

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

Joseph Sellers Jr., SMART General President – Rich McClees, SMART General Secretary-Treasurer – John Previsich, President, Transportation Division

SMART General President Nigro retires April 30

Joseph J. Nigro is retiring as General President of the International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART), effective April 30. He is stepping down in order to fully focus on recovering from a series of recent surgeries.



General President
Nigro

The SMART General Executive Council on March 12 unanimously voted to name General Secretary-Treasurer Joseph Sellers Jr. to fill the position of General President and Chief of Staff Richard McClees to fill the position of General Secretary-Treasurer.

Nigro, a career sheet metal worker from Local Union 17 in Boston, served as General President since July 2011. In a letter to union leaders across the U.S. and Canada, he explained that, “I have committed

my heart and mind to accomplishing the goals we have set, but my health has taken me in a direction I did not anticipate. Unfortunately, I have been unable to recover to a level I expect of myself as your General President – the level of effort the members deserve.”

Noting the succession plan put in place during his tenure, Nigro added, “Joseph Sellers Jr. and Richard McClees possess the leadership and management skills that will benefit the union for generations to come. I leave with a great deal of confidence, ready to improve my health and enjoy my family and friends for many more years.”

“I am grateful to our members for the steadfast support they have given me in merging our two great organizations,” Nigro said. “I have every confidence we have collectively built a team of International and local union leaders who can get the job done for the membership.”

Transportation Division News to mail eight issues per year

Following a decision by the SMART General Executive Council, the *Transportation Division News* will now be mailed eight times per year instead of 10. Mailings of SMART's *Members' Journal* will also be reduced to four per year from the current six.

The Transportation Division will continue to produce 10 issues of the newspaper annually, however, two of the issues will only be available online at www.utu.org. The changes to the publication schedules were approved by the GEC at its meeting at the SMART International headquarters in Washington Feb. 23-27.

All issues of the *Transportation Division News* dating back to 2001 can be found at www.utu.org and the online versions will be available there also by clicking on News Online on the homepage.

Unions advancing new two-person train crew bill

Continuing a cooperative effort to promote safety in the railroad industry, the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers International Association (SMART) have jointly announced that legislation requiring at least two crew members on all freight trains in the U.S. has been introduced in the 114th Congress.



Young

The Safe Freight Act (H.R. 1763), introduced by U.S. Rep. Don Young (R-Alaska) April 13, would require two crew members — one certified locomotive

engineer and one certified conductor — on all freight trains. The newly-introduced legislation mirrors H.R. 3040, which had more than 80 co-sponsors last year prior to conclusion of the 113th Congress. H.R. 1763 has been referred to the House Committee on Transportation and Infrastructure.

H.R. 1763 would require that “no freight train or light engine used in connection with the movement of freight may be operated unless it has a crew consisting of at least 2 individuals, one of whom is certified under regulations promulgated by the Federal Railroad Administration as a locomotive engineer pursuant to section 20135, and the other of whom is certified under regulations promulgated by the Federal Railroad Administration as a conductor pursuant to section 20163.”

The joint effort reflects heightened concerns over crew size arising from the July 6, 2013, derailment of a Montreal, Maine & Atlantic (MM&A) oil train in Lac-Mégantic, Quebec, which killed 47 people and destroyed the center of the town. The MM&A train was crewed by a

single person. Since that time, there has also been movement by major freight railroads to seek collective bargaining agreements to allow for widespread use of one-person train operations.

“The BLET continues to oppose and condemn single-person freight operations as adverse to worker and public safety,” BLET National President Dennis R. Pierce said. “All parties involved must understand that as things stand today, there are only two ways to end one-person train operations: federal laws or regulations that outlaw this dangerous practice, or collectively bargained contract language that requires two crew members on every train. We will continue to work to protect contractual language to defend two-person crews, and it also is our goal to protect the safety of railroad workers and the general public by advocating for passage of H.R. 1763.”

SMART Transportation Division President

John Previsich said, “The SMART Transportation Division has always espoused that the safest rail operation is a two-person crew operation. With several major train derailments having occurred in the last few months, most notably the oil train derailment and explosion near Charleston, W. Va., in February, our lawmakers and the general public must understand that multi-person crews are essential to ensuring the safest rail operations possible in their communities. I would like to thank Cong. Don Young (R-Alaska) for his leadership on this critical rail safety issue. No one would permit an airliner to fly with just one pilot, even though it can fly itself. Trains, which cannot operate themselves, should be no different.”

Young is serving his 22nd term as Alaska's only representative in the House and is a former Chairman of both the House Transportation and Infrastructure Committee (2001-2007) and the House Natural Resources Committee (1995-2001).



Bill to delay PTC deadline marked up by committee

Members of the Senate Commerce Committee March 25 voted to approve the markup of a bill that would extend the deadline for affected rail companies to implement positive-train-control (PTC) technology until Dec. 31, 2020, instead of the current deadline that would require implementation by the end of this year.

In addition to the five-year extension, the legislation introduced by Sen. Roy Blunt (R-Mo.) would give the U.S. Secretary of Transportation the discretion to grant one-year extensions after the proposed 2020 deadline, as long as those extensions expire by Dec. 31, 2022.

The SMART Transportation Division, in conjunction with Transportation Trades Department, AFL-CIO, issued the following statement on the U.S. Senate markup of a positive train control extension bill:

“A five-year extension of the deadline by which positive train control technology must be implemented cannot be considered in a vacuum

Continued on page 10

House approves Passenger Rail Reform, Investment Act

The United States House of Representatives March 4 overwhelmingly passed bipartisan legislation that will provide critical investments in our nation's passenger rail system.

H.R. 749, the Passenger Rail Reform and Investment Act of 2015 (PRRIA) will ensure that our national passenger rail system continues its mission to connect communities — both large and small — across the country. The legislation passed 316-101.

The bipartisan legislation was sponsored by the top leadership of the House Committee on Transportation and Infrastructure, including Chairman Bill Shuster (R-Pa.), Ranking Member Peter DeFazio (D-Ore.), Chairman of the Rail Subcommittee Jeff Denham (R-Calif.) and Subcommittee Ranking Member Michael Capuano (D-Mass.).

Around the SMART TD

Local 60, Newark, N.J.

Local Chairperson **Stephen Burkert** informs all members that they may be seeing an increased supervisory presence aboard New Jersey Transit trains and platforms in relation to rules violations, particularly for cellphone use. "New Jersey Transit is getting a lot of pressure from the Federal Railroad Administration on this issue. Please leave your personal phone obscured from view and off at all times while on duty. The penalties are severe. We do not want any of our members to suffer any unnecessary financial hardship. Please work safely and, at the same time, keep looking out for your coworkers. Also, keep your brothers and sisters informed," Burkert said.

Local 1379, Pittsburgh, Pa.

Retired former Local Chairperson **Michael C. Ruffner**, 72, died just before midnight on Feb. 27. Ruffner began his railroad career as a brakeman for the Baltimore & Ohio Railroad on the Pittsburgh Division. Upon returning home from



Ruffner

service in the U.S. Army Reserves, he became a conductor for B&O and later CSX Transportation and became active in the affairs of his local union. He was a devoted member of Sts. Cosmas and Damian Catholic Church, where he served as an usher for years. He was also a member of a number of organizations including the American Legion, Rossiter Veterans' Club, Fraternal Order of Eagles, the Loyal Order of Moose, the Elks Club and the Lions Club, of which he served as chapter president. He was preceded in death by his wife, Patricia Ann, and is survived by a son, two daughters and a grandson. Memorial donations may be made to the Punxsutawney Lions Club, 199 Rock Run Rd., Punxsutawney, PA 15767.

Local 506, Herington, Kan.

This Union Pacific Local is proudly donating the horse blanket to the winner of the feature race at this year's SMART Day at the Races April 17 at Fonner Park in Grand Island, Neb., Local President **Rusty Beames** reports.

Local 1059, Minot, N.D.

Members of this local will be holding their annual retirement banquet May 15 in the ballroom at the Vegas Motel in Minot. There will not be an afternoon meeting this year, but the event will begin with a social at 6 p.m. followed by a banquet and the presentation at 7 p.m., Secretary & Treasurer **Travis Hubrig** reports. As always, the event is open to all active and retired members and their spouses and all members are encouraged to attend. For further information, contact Hubrig at local1059@gmail.com or (701) 240-5435.

Transportation Division has page on Facebook



SMART Transportation Division members now have another way to connect with their union: Facebook. The SMART and SMART TD News Facebook pages, which can be found by searching "Sheet Metal Air Rail and Transportation Workers" and "SMART Transportation Division News" in Facebook's search box, are updated regularly by your union and feature news articles as well as other posts and pictures not always found on www.utu.org.

Providing students a lift, and not just to school



Frank Lemon, former member Ross Rhodes, alumni parent Betty Williams, alumni parent Patricia Earby, Jackie Cohen and Diane Gray take the stage at The Bayview Association for Youth/100% College Prep Club block party Oct. 25.

Success in today's world is difficult without the attainment of higher education. Several school bus operators from Local 1741 are keenly aware of this and were recently honored by San Francisco dignitaries for their active participation in an organization that steers underprivileged youth toward college.

The Bayview Association for Youth/100% College Prep Club celebrated its 15th anniversary Oct. 25 with a block party attended by three board of supervisors members and Shaman Walton from the Board of Education.

Local 1741 members **Jackie Cohen**, **Frank Lemon** and **Jesse Blunt** were honored and given awards onstage and former operator **Ross Rhodes** was given a lifetime achievement award, member **Shane Hoff** reports. She added that members **Lateefah Alhark**, **Shelia Bick-erstaff** and others have done much fundraising for the club for years. "We should all be proud that our drivers have had such a significant role in uplifting the community," Hoff said.

The club is a college preparatory organization for eighth grade and high school students from San Francisco's low wealth communities. Its programs inspire students who might not otherwise consider college to set and achieve high academic goals and to go on toward achieving post-secondary degrees. It benefits hundreds of students each year and Local 1741 holds several fundraisers for the club annually.

According to Hoff, 90 percent have gone on to complete high school and/or GEDs, 98 percent enrolled in a post-secondary institution, 45 percent enrolled in four-year colleges and 55 percent enrolled in vocational or two-year colleges.

The club provides borderline San Francisco students with the support they need to succeed academically and become active participants and advocates for their own educational success. Its programs focus on building core academic skills so that students, who might not see college as an option, complete high school and access post-secondary opportunities.

The students work with a team of academic coaches and tutors to increase academic standing, learn about the high school exit exams, understand college entrance-exam requirements and financing a college education.

Cohen takes great pride in the club that she founded more than 15 years ago. She says that many of its graduates have gained successful careers as lawyers, accountants and medical professionals. "When I see the great strides that many of our graduates have made in their lives, I realize that this club has made a positive impact. It makes it all worthwhile, knowing that we have made such a big difference in those kids' lives," she said.

For more information on Bayview, or to make a contribution to the club, visit www.bay100cpi.org.

Local 1402, Dupo, Ill.



Pictured above, from left, are this Union Pacific local's newly elected Local Chairperson Tony Alexander, Secretary Robert Ates and Local Chairperson and Vice President Gil Geringer with retired Local President Eddie Brown. Photos submitted by Local Treasurer Gregory T. Rolfe.



From left are newly elected Vice Local Chairperson Bill Rebeck, Vice Local Chairperson Richard W. Stahl and retired Local President Brown.

Local 1601, Appalachia, Va.

In the December 2014/January 2015 *Transportation Division News*, **Ronnie R. Hobbs** was incorrectly identified as chairperson of the Virginia State Legislative Board. **D. Matt Tolliver** is chairperson of the legislative board and Hobbs of Local 854 at Portsmouth, Va., is vice chairperson.

BNSF GO 386, Vancouver, Wash.

This BNSF Railway general committee of adjustment has changed its website address to <http://smartunion386.org> from utu386.org, office secretary Amy Steinbock reports.

LIRR GO 505, Long Island, N.Y.



General Chairperson Anthony Simon, right, meets U.S. Reps. Steve Israel (D-Dist. 3) of New York and Nancy Pelosi (D-Dist. 12) of California March 16 at a congressional gathering in Washington. "I was working with Transportation Division National Legislative Director John Risch and meeting as many members of Congress as possible to continue to forge strong relationships between our union and our lawmakers," Simon said.

Transportation Division needs your assistance

The SMART Transportation Division News needs your input to keep this publication fresh and informative.

If you have news about heroes in your local, local meetings, party or picnic information, or things of interest to your fellow members, we would like to hear about it.

Just drop us a line or send us an email message, and we'll do the rest.

You can reach the SMART Transportation Division Public Relations Department by telephone at (216) 228-9400 or by email at news_TD@smart-union.org.

Information can also be sent by mail to SMART Transportation Division, SMART TD News, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333.

Mo. Legislative Board unveils new website

State Legislative Director **Ken Menges** reports that the Missouri Legislative Board has a new website at www.smartmoslb.org.

Members can now stay up to date on issues affecting their jobs as well as issues affecting Missouri locals and can contact the board directly through the website, read their weblog and view an interactive calendar of events (including local meeting dates and times). The page also features a section with links to Transportation Division and Sheet Metal Division local websites and general committee websites and other sites of interest.

"I would like to give special thanks to Assistant State Director and Local 1405 (St. Louis) Legislative Rep. **Jason Hayden** and Local 933 (Jefferson City, Mo.) Legislative Rep. **Edward "Thad" Krawczyk**, who designed the new site," Menges said. "It is very encouraging to see the younger members become leaders. We have a great future ahead of us."

Kansas City school bus operators, monitors get deal

The school bus operators and monitors of Local 1704 at Kansas City, Mo., have obtained a first contract with First Student, Inc., the operator of school bus service for the city's school district.

This is their first agreement under SMART Transportation Division representation and Vice President-Bus Calvin Studivant said the employees' choice already paid off.

"Our members saw their pay raises double, and in some cases triple, compared to what they were accustomed to receiving. They now enjoy more favorable work rules and yearly increases in their charter rates. Their new rates of pay will be retroactive to July 2014," Studivant said.

"There are also changes to their run-bids procedure, spare drivers received an additional hour on their guarantee, and better terms were negotiated to their bereavement policy."

"I thank Local Chairperson **Jackie Pearson**, Secretary & Treasurer **Tonya Stokes**, Local Chairpersons **Mary Porter**, **Sharon Harris** and **Matthew Boyles**, and Vice President-Bus Adhi Reddy for their hard work and dedication to seeing this contract through to completion."



The operators and monitors were formerly represented by the Service Employees International Union, but voted for decertification to seek a new collective bargaining representative. They chose the SMART Transportation Division May 15, 2014.

The local represents approximately 300 drivers and monitors working for the school district.

At the time, Transportation Division Director of Organizing **Rich Ross** said, "This was a hard-fought campaign, but it was also a well-run campaign. We won, and we won by a large majority because we spent a lot of time out there making our case. The operators wanted representation and chose the best bang for their buck."

Studivant, Southeastern Pennsylvania Transportation Authority General Chairperson **Waverly Harris** (1594) and Vice Local Chairperson **Brian Caldwell** (1594), CSX and Norfolk Southern new-hire class instructor **Justin Humphries**, and Local 1291 Chairperson **Jacob Lane** assisted in the organizing effort.

Local 759 member **Sheny M. Mendez** acted as an interpreter for the company's Spanish-speaking employees.

CN/GTW members ratify retroactive agreement

SMART Transportation Division-represented conductors and trainmen employed by the Canadian National/Grand Trunk Western Railroad unanimously ratified a new six-year agreement March 17, Vice President Doyle Turner reports.

The agreement provides for six annual wage increases retroactive to Aug. 1, 2010, with the final wage increase to be effective Aug. 1, 2015, totaling 18.6 percent and resulting in a cumulative wage increase of 20 percent over the life of the agreement.

The accord includes conductor certification pay rolled into the rates of pay and full retroactive back-pay for all active trainmen and employees, and to retired or deceased employees who earned compensation subsequent to Aug. 1, 2010.

The agreement provides that all employees on



guaranteed extra boards will have a five-day work week, with two consecutive scheduled rest days per work week, provides "smart-rest" benefits, improves bereavement leave, provides for a furlough retention board and institutes provisions for temporary transfer to other CN properties.

Participation in the UTU National Health and Welfare plans continues.

Turner, who assisted with the mediated negotiations, expressed his appreciation to CN/GTW GO 377 General Chairperson **Jason E. Reineke** (1075), Vice General Chairperson **William T. Miller Jr.** (72) and General Committee Secretary **John R. Purcell II** (1075) for their exceptional effort in bringing the members' concerns to the bargaining table.

This agreement makes GTW employees some of the highest paid rail employees in the country.

Please support benefit for SMART family member

As an organization, we are known for digging deep into our pockets and reaching out to those less fortunate and in need when a tragedy strikes.

Michigan State Legislative Director **Jerry L. Gibson** and his family have been dealing with a tough issue of their own and Assistant State Legislative Director **Don Silseth** is asking SMART members to consider participating in the first Kelsey Gibson Benefit golf outing, dinner and auction.

Gibson's daughter, Kelsey, was involved in a horrific car accident in January 2013. She was 21 at the time. Her life hung in the balance for weeks, but she endured.



Kelsey Gibson

Kelsey remains in a wheelchair and receives near daily therapy. She is totally dependent on others, yet Silseth says she is 100 percent cognizant.

There has been encouraging research in treatments that could be of great benefit to Kelsey, however, the estimated \$160,000 to \$220,000 cost is not covered by insurance.

A group of union brothers and sisters from within this organization and others have formed a committee to assist the Gibson family, Silseth said.

The committee is seeking golf participants as well as sponsors, and any donations to the committee are appreciated. For complete details, visit www.FBOKelseyGibson.com. There are participant registration forms and sponsorship information.

The Kelsey Gibson Benefit will be held Saturday, June 20, at The Pines Golf Course in Wyoming, Mich.

"It is my hope that we can line the fairways with SMART union signs from across the United States and Canada. With strong fraternal support, we can begin to move this treatment from hopes and dreams to reality," Silseth said.

"I am proud and fortunate to have Jerry Gibson as a fellow member of SMART Transportation Division Local 313 (Grand Rapids, Mich.). He is all union, all the time, and he never gives up on our issues. If you ever asked Jerry for help, I'm sure you received it. He won't ask this of you, but I will. Please help if you can."

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 Division's offices in North Olmsted, Ohio, Feb. 23-25. 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 Kevin Groll (377), Robert Estrada (1227), David Kostenski (768), Dennis Geisler (1582), Ramiro Torres (1137), Andrew Stock (596), Greg Murphy (1948), Stacey L. Javins (328), Mark Wilson (1418), Andy Ortiz (1403), Richard Sage (195), Steve Wiley (674), Matt McCall (339), Danny Kemp (1252), Tommy Tolliver (630), Marc Dalton (1548), Burton Beamer (367), Jason Schwartz (464), Araujo, David Hahn (1526), Robert G. Feezle (1374), Greg Taylor (60), Rebecca Fada (792) and Shannon Foster (773).



**FBO
Kelsey Gibson
GOLF SCRAMBLE**

Saturday, June 20, 2015
Shotgun start 2:00 PM

The Pines Golf Course
5050 Byron Center Ave. SW, Wyoming, MI 49519

We win the war on labor by standing together

Our union – any union – is only as strong as its members. SMART and our new collective strength is many thousands of working men and women, but our power comes from every one of us standing with each other and for each other.

Across the U.S. and Canada, union workers are under attack. With corporations and conservatives hammering at a worker’s right to earn a decent living and the very right of unions even to exist, this is no time to stand by and let “somebody else” wage the battle.

Every SMART member, from the rank-and-file to our elected officers, must do their part.

Speak out – before it’s too late

One by one, we must get involved and speak out while we still can make a difference.

The time for ignoring “too late” is behind us. Perhaps the most famous lines about “too late” came from a German pastor, liberated from a decade in concentration camps, who wrote the famous poem about individual apathy during Hitler’s rise.

Union workers are under attack. With corporations and conservatives hammering at a worker’s right to earn a decent living and the very right of unions even to exist, this is no time to stand by and let “somebody else” wage the battle.

As Nazis rounded up group after group, he did not speak up. “Then they came for me – and there was no one left to speak for me,” he said.

No one would compare today’s anti-worker forces to that evil. Yet the onslaught against work-



SMART General President’s Column

By Joseph Sellers Jr.

ing people is every bit as cold and calculating.

Make no mistake, this is a ruthless war on honest workers, on decent wages and on unions themselves. And the assault continues right now in state capitals across America.

First they came for public workers

In 2010, Republicans cashed in on a tide of Tea Party anger and corporate cash to sweep state houses and governorships nationwide. Soon, Canadian Prime Minister Stephen Harper began to use the same ideas (and U.S. political consultants) in his own anti-union war.

The battles started in New Hampshire, Tennessee, Ohio, Pennsylvania and most notably, Wisconsin, where the radical Scott Walker effectively banned public unions from collective bargaining. Hundreds of thousands fought back and defeated some anti-worker bills, as in Ohio. But our enemies won more than they lost.

They said they were “finding ways to cut spending.” They promised tax cuts. Yet they cut nothing, but used the “saved” money to give tax breaks and contracts to their contributors.

More of the “right to work” (for less)

As most of us know, the assault is turning on the private sector. It began when Republican-controlled Indiana and Michigan passed “right-to-work” (for less) laws. Gov. Walker recently signed a right-to-work bill in Wisconsin. Next up are Missouri, New Mexico, Montana, Maine, West Virginia, and Kentucky, where single counties are passing laws in attempts to get a ruling from a favorable Supreme Court.

Their strategy is deceptively simple: Let workers choose to not pay union dues. But this isn’t a new freedom.

Workers can already choose whether they want a union job.

This is about power, the power to divide and conquer the workplace. These laws let some employees enjoy the standards won by unions without having to pay dues or put in effort.

Imagine working next to someone who gets the same wages, benefits, and protections as you – but who gives nothing to your local.

Now imagine if you tried to play golf at some fat-cat country club without paying dues: You would be laughed right off the grounds.

Why should it be any different for a worker in a union shop or jobsite?

Now more than ever, we need to stand together and fight this campaign. The U.S. Senate’s Republicans are just six votes shy of being able to change any law they choose. History shows they will use the opportunity.

We cannot allow that to happen. Let’s use our combined strength

SMART is unique, with members in a wide range of industries, letting us press lawmakers on a wide range of bills and amendments. For our combined strength to win the day, every member needs to play his or her part in this political battle.

Get involved. Sign up for Action Alerts at www.smart-union.org or smartaction.org. Join www.facebook.com/smartunion.

Online tools make it easy to communicate with legislators and with our friends and families.

When each of us pitches in, we can be heard loud and clear. We have proved our collective strength – most recently with Transportation Division members supporting SMART’s job action against an engineering shop in San Francisco.

Individually, we can’t defeat the onslaught of corporate cash that has targeted us. Wherever those “tax-cutting” lies play working people against each other, the battle will be lost. Wherever we stand as one, we can win the day.

Remember the pastor’s words. Do your part. When they “come for” you, they will find you standing shoulder to shoulder with your brothers and sisters and not alone.

Bus Department

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

Be the change that you want to see in the world

Greetings, fellow brothers and sisters.

Time is flying by and the Transportation Division’s Western and Eastern regional meetings in Phoenix, Ariz., and Providence, R.I., are just around the corner. I am looking forward to seeing and meeting as many elected officers and members as possible during these educational conferences.



Reddy

Your elected officers and the staff of the Transportation Division are working diligently to provide you with state-of-the-art training at our meeting workshops.

These are great opportunities for newly elected local officers to learn about the duties of their office and to build lasting relationships. They are also opportunities for members who are considering seeking office in the future to do the same, be it at the local, general committee, state or national level.

The meetings are rare opportunities for our membership to gather in one place, network with other officers and members, and share their occupational experiences.

As one of your elected SMART bus vice presidents, I would like to personally invite our members to try their very best to join us at one of these locations. I am looking forward to working with each and every one of you.

Remember, our membership is our strength. If we do not work together for a common cause, we will be useless.

Let’s keep our union active and powerful. All of us must attend our local meetings as well and let our voices be heard. Mahatma Gandhi said, “You must be the change you want to see in the world.”

Be that change. Get involved.

If I can be of any assistance to you, please do not hesitate to call me anytime at (216) 287-9324.

Continue to work productively and safely each day and have a pleasant summer.



Contact us: news_td@smart-union.org
Phone (216) 228-9400; fax (216) 228-5755

Joseph Sellers Jr.
SMART
General President
president@smart-union.org

John Previsich,
Transportation Division
President
president_td@smart-union.org

Rich McClees,
SMART
General Secretary-Treasurer
gst@smart-union.org

John Risch,
Transportation Division
National Legislative Director
jrisch@smart-union.org

Mayors call on Congress to pass transportation bill

Led by Boston Mayor Martin J. Walsh, New York City Mayor Bill de Blasio, U.S. Conference of Mayors (USCM) Vice President Baltimore Mayor Stephanie Rawlings-Blake and Seattle Mayor Ed Murray, mayors pledged March 23 to work together to urge Congress to move past partisanship, including through local action and lobbying Washington, at a press conference during a meeting of the U.S. Conference of Mayors Cities of Opportunity Task Force.

Specifically, the mayors are calling for increased resources to the program, with more locally-directed funding to address the growing needs in cities where populations are steadily rising.

More than 20 mayors from cities large and small convened in Boston for the second meeting of the conference task force, hosted by Boston Mayor Martin J. Walsh, who serves as vice chairman alongside New York City Mayor Bill de Blasio, who serves as chairman. They discussed municipal best practices in the areas of transportation and housing, and ways that federal policy can help close the wage gap and lift individuals and families out of poverty by providing reliable transportation options, access to affordable housing and expanded employment opportunities.

“Inequality is a national crisis. It’s holding down wages, it’s holding back our economy, it’s undermining the American Dream,” said Mayor Walsh. “Here in Boston we are innovating, and growing opportunity to lift individuals and families out of poverty. But we need our partners in the Commonwealth, and in the federal government to act and make the critical funding and policy decisions that invest in and strengthen municipalities, the building blocks of this nation.”

Generational transition will provide union with new perspectives

2015 is the year that most SMART Transportation Division general committees of adjustment are required to convene for their quadrennial meetings. The purposes of those meetings are to elect officers, review bylaws and finances, and to handle other general committee business as appropriate. These meetings are constitutionally required and are an important part of your union's democratic process.

General committee of adjustment meetings provide a great opportunity to interact directly with local and general chairpersons from different properties and crafts, all of whom provide valuable input to the officers in attendance.

The SMART Constitution directs that general committees of adjustment quadrennial meetings be held between Jan. 1 and May 31 of this year. To date, I have attended as many of these meetings as time and other obligations have permitted and will attend many more before the May 31 deadline.

These meetings provide a great opportunity to interact directly with local and general chairpersons from different properties and crafts, all of whom provide valuable input to the officers in attendance. The officers, in turn, are able to provide the local and general committee officers with updates on matters of national interest and industry-wide areas of concern.



SMART Transportation Division President's Column

By John Previsich

As I attend these meetings, an interesting trend has become evident. One question that I always ask during a quadrennial meeting is, "How many of you are newly elected local chairpersons?" The number of hands raised in 2015 is proportionately much larger than in the last quadrennial meeting year of 2011. It is readily apparent that our union is beginning a generational transition that will see an ever-growing number of new officers come into the ranks of union office as retirements and transportation industry employment continue to grow.

Such a transition brings with it many reasons to celebrate. The joys of a happy and healthy life post-employment, the excitement of a new member recently hired into a good union job and new opportunities created by well-earned retirements are all positive aspects of transition. New perspectives and fresh outlooks can be beneficial in many ways.

However, it is important that the institutional knowledge gained from years of experience not be lost in transition. The expertise developed over the years by those who served before us must be handed down from one generation to the next. That is why we have re-emphasized training and education as the highest priority for the upcoming regional meetings in Phoenix and Providence and are working to develop new communication tools for our members.

In fact, every quadrennial meeting that I have attended so far this year has included on its agenda an educational component for local chairpersons. The knowledge gained during these sessions helps the local officers learn new strategies and hone their skills in order to continue and improve the excellent representation of our members.

We have gathered information from these quadrennial meeting training sessions and will use that knowledge to enhance and expand the local chairperson training workshops offered at the regional meetings. In addition, entirely new workshops will be offered for all other officers, as well as for rank and file members who just want to learn more about their union and the union movement overall.

The expertise developed over the years by those who served before us must be handed down from one generation to the next. That is why we have re-emphasized training and education as the highest priority for the upcoming regional meetings.

These are exciting times. I encourage each and every member and officer to make every effort to attend and participate in one of this year's regional meetings.

I and the other officers who will be in attendance look forward to seeing and talking with you in Phoenix and Providence.

State Watch News from SMART TD State Legislative Boards

Georgia

Georgia State Legislative Director **Matt Campbell** testified before the House of Representatives' Natural Resources Committee in favor of House Resolution 613, a declaration urging the Environmental Protection Agency to revise its plan to reduce the use of coal in generating electricity.

"Railroad workers, workers in general, are concerned about this Clean Power Plan," Campbell said. "We're concerned about our jobs and the impact it's going to have on our future and the future of our industry."

Campbell noted that Savannah-area coal trains have dropped from eight per day to two or three per week due partly to the closure of coal-burning power plants by Georgia Power Co.

The committee voted unanimously in favor of the resolution Mar. 19 after hearing testimony from Campbell and others.

Minnesota

The Minnesota Senate Committee on Transportation and Public Safety and the Senate Committee on Judiciary have approved legislation requiring two qualified train-crew personnel on all trains in the state with bipartisan support. Senate File 918 is now before the full Minnesota Senate.

"The policy language is very narrow to assure that we can prevail under any test of federal pre-emption from the carriers," said SMART Transportation Division Minnesota State Legislative Director **Phillip Qualy**. "We are emphasizing public safety as we must because that is what this is about. We have set forth that Amtrak and passenger rail operations are included under this legislation."

"In event any train should run with one person, the second and subsequent fine is for \$1,000 for each train."

In his testimony before the Committee on

Judiciary March 19, Qualy said, "Railroads have two persons on all trains. Our S.F. 918 poses no undue burden on commerce. Regarding grade crossing emergency response, for the railroad workers of Minnesota, I submit that we simply cannot leave injured persons lying unattended in the ditches of Minnesota. We are far, far away from passing this state legislation into law."

Washington

House Bill 1809 and Senate Bill 5687, re-establishing state-mandated minimum railroad crew-staffing levels on all trains operating in the state, both failed to pass out of their houses of origin Legislative Director **Herb Krohn** reports.

After the Senate voted to add the 2-3-4 person crew requirement language onto the oil train safety bill (S.B. 5057), House leadership moved to strip the minimum train crew language. It was returned to the Senate without the train crew provisions.

"I will not cease working tirelessly to move this provision forward, regardless, it appears likely our legislation has been stopped for the year," Krohn said. "We will never give up and we will return next session, and every session in the future, until we accomplish our goals!"

House Bill 1808, which would 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, passed out of the House, but Senate Transportation Committee chairperson Curtis King refused to call-up the companion bill in the Senate.

H.B. 1284 would have prohibited yardmasters from having to "remain or go on duty for a period in excess of twelve consecutive hours...or go on duty unless that employee has had at least ten consecutive hours off duty during the prior twenty-four hours." Unfortunately, both the House and Senate versions of the yardmasters hours of service bills failed to move forward.

Wisconsin



The Wisconsin State Senate passed so-called "right-to-work" legislation, S.B. 44, against a backdrop of protests from those saying the bill represents pay cuts for working people and a direct attack on organized labor. Above are SMART members Tim Sullivan (Sheet Metal Local 565), retired Wisconsin State Legislative Director Tim Deneen, Susan Deneen, Legislative Director Craig Peachy, retired GO 261 General Chairperson Jim Nelson, and GO 261 Danial Kortte (Sheet Metal Local 565). The Center for Media and Democracy, a Madison-based watchdog organization, has revealed that the state measure is taken verbatim from model legislation crafted by the right-wing, corporate-funded American Legislative Exchange Council (ALEC). Below, Peachy meets with Vietnam veteran and activist Will Williams, who testified against S.B. 44 Feb. 24 before the Senate Committee on Labor and Government Reform.



SMART Transportation Division repres

Work in the transportation industry is especially dangerous and most workers in the industry know it. Just as much as you and your family members, the SMART Transportation Division wants you to return home in one piece. Representatives throughout the organization take your safety seriously.

The challenge is especially severe for railroaders, whose workplace environments are among the most dangerous in America, where injuries are not defined as sprains, strains, cuts and scrapes, but rather as career-ending wounds and even death.

Added to workplace safety risks is the increasing risk of domestic and international terrorism. The increase in the number of trains hauling

crude oil is another added danger. The Transportation Division has been working with federal agencies and carriers to create training programs to help its members identify dangerous situations and create clearly defined lines of communication to supervisors and law enforcement.

Situational awareness is at the core of an injury-free career – using job briefings, communication with fellow workers and your own eyes and ears to be continually aware of what is happening around you. Unless you have the ability to perceive what is within your environment, comprehend what cues or patterns represent a danger, or understand how to project what will occur from an action or no action, you are vulnerable.

The Transportation Division has three safety-

related teams comprised of members from various levels of the organization working regularly with government entities to understand why accidents occurred and to prevent them from happening in the future.

As a result of retirements, career changes and other factors, membership on these teams has changed over the years. No matter who is working on these teams, they are working for you.

In the last several months, Transportation Division President John Previsich has made a number of appointments to the Transportation Division **National Safety Team**, the **Railroad Safety Task Force** and the **Switching Operations Fatalities Analysis Working Group**. These are your fellow members working for you.

SMART Transportation Division National Safety Team

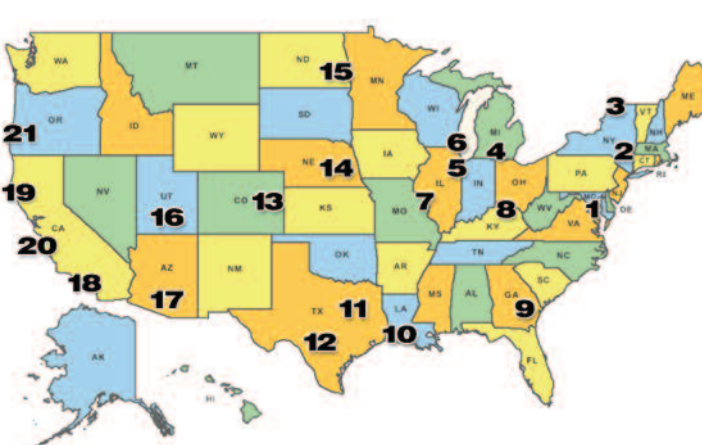
The SMART Transportation Division National Safety Team (TST) is comprised of 21 members of the SMART TD, each of whom is on call 24 hours a day to assist in determining the facts in rail-related accidents.

The 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. Each member receives extensive training from the National Transportation Safety Board.

Michigan State Legislative Director **Jerry Gibson Jr.** and District of Columbia Legislative Director **Willie Bates** serve as the team's co-directors.

When a major rail accident occurs, one of the the TST co-directors immediately assigns one or more TST members, who immediately depart for the scene. The co-director also notifies the Transportation Division general chairpersons in the region and the respective state legislative director, as well the NTSB. TST members assist the NTSB in ascertaining factual data relating to the accident.

Transportation Safety Team members also assist NTSB investigators in locating crew members and others familiar with the territory where the accident occurred, as well as operating rules in force, the motive power, equipment



and signal systems in use, and characteristics of track and rail operation.

The NTSB is a congressionally created fact-finding body, with no regulatory authority. SMART TD Transportation Safety Team members walk a very narrow line. Their role is to assist NTSB investigators as requested. Two of their primary responsibilities are obtaining the facts regarding an accident and maintaining confidentiality.

From experience, NTSB investigators and safety team members know firsthand that with facts, the devil is in the details. Initial eyewitness reports often are incomplete or even incorrect. Even after the NTSB conducts exhaustive interviews with those involved and those who may have witnessed an accident, facts often are cloudy. Evidence must be collected and laborato-

ry tests conducted.

It can be weeks and even months before the NTSB has enough evidence to reach a determination as to cause.

When the NTSB does reach a determination as to the probable cause of an accident, it generally makes recommendations for new safety regulations and laws. In fact, 85 percent of NTSB recommendations result in new federal guidelines, regulations and laws.

The Transportation Safety Team also performs another important service of direct benefit to SMART members. A SMART member involved in an accident can demand that a safety team member or union officer be present during questioning to serve as a witness to what was said.

Transportation Safety Team members can also assist SMART members in ensuring that a SMART TD officer is present should railroad officials seek to question a SMART TD member – and that railroad officials not violate terms of the UTU/SMART TD contract with that carrier.

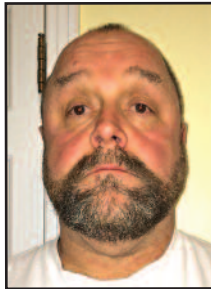
The Transportation Safety Team should not be confused with the three-person SMART TD Transportation Safety Task Force, which is chaired by Georgia State Legislative Director **Matt Campbell**. Its role is to craft, in conjunction with the FRA, an action plan to reduce rail-employee risk while on the job.



1. Willie Bates
Local 1933



2. Dominick Amendolare
Local 645



3. Billy Neary
Local 256



4. Jerry Gibson Jr.
Local 313



5. Joe Ciemny
Local 1534



6. John O'Brien
Local 1290



7. James P. Herndon
Local 565



8. Jared Cassity
Local 1377



9. Matt Campbell
Local 1031



10. David Duplechain
Local 1066



11. Kamron Saunders
Local 508



12. John Dunn
Local 756



13. Carl Smith
Local 202



14. Lawrence Mozena
Local 872



15. Tessa Collins
Local 1137



16. Jay Seegmiller
Local 166



17. Scott Jones
Local 1081



18. Kevin Smith
Local 1813



19. Michael Chappell
Local 1732



20. Louis Costa
Local 1241



21. Greg Boam
Local 471

Representatives take your safety seriously

Railroad Safety Task Force

There is no civilian employment more dangerous than railroads. All too frequently, accidents result in fatalities and career-ending injuries.

Eight SMART Transportation Division members lost their lives in on-duty accidents in 2010, and there were eight member on-duty fatalities in 2009. To combat this unacceptable loss of life and career-ending injuries among its members, former Transportation Division President **Mike Futhey** appointed a Rail Safety Task Force charged with creating action alerts to reduce rail-employee risk while on the job.



Matt Campbell
Local 1031

Currently leading the task force is Transportation Division Georgia State Legislative Director **Matt Campbell**, who is working with Washington State Legislative Director **Herb Krohn** and Pennsylvania State Legislative Director **Paul Pokrowka**.



Herb Krohn
Local 1348

The task force works with other state legislative directors, general chairpersons, the FRA and carriers in seeking to identify and communicate best practices and techniques to improve situational awareness and keep situational awareness at its highest level. It also coordinates its activities with the Transportation Safety Team (which assists the National Transportation Safety Board in post-accident investigations) and the Switching Operations Fatality Analysis (SOFA) Working Group, which works with the FRA and carriers to develop safe practices to reduce switch-yard accidents, fatalities and injuries.

Campbell began his railroad career in 2000 working in yard service in Savannah, Ga., and qualified as a remote-control operator in 2003. A member of Local 1031 in Savannah, he has served his local as trustee, yard local chairperson, road local chairperson and legislative representative. "We hope to enhance the Task Force into a member-friendly tool using the instant information sources of social media and text messaging," he said.



Paul Pokrowka
Local 830

Krohn moved to Seattle in 1981 and began his railroad career in the early 1990s as a brakeman, switchman and hostler for Burlington Northern Railroad. He is currently a brakeman, switchman, foreman and certified conductor and remote control operator on Union Pacific. For the past eight years, he has served as the local chairperson and president of Local 1348 at Centralia, Wash. He served as a page in the U.S. House of Representatives and has held numerous offices in political and community organizations throughout his life.

Pokrowka began his railroad career with Norfolk Southern Railway in 1999 as a conductor, later becoming

RCO-qualified. He qualified as a locomotive engineer in 2005. A member of Local 830 at Harrisburg, Pa., Pokrowka has served the local as vice local chairperson, legislative representative and delegate. He serves as an Executive Board member of the Keystone Transportation Funding Coalition and alternate vice president of the Pennsylvania AFL-CIO.

Switching Operations Fatalities Analysis

In February 1998, a Switching Operations Fatalities Analysis (SOFA) working group, with representatives from the Federal Railroad Administration (FRA), labor and management, was formed at the request of the FRA to review employee fatalities and to develop recommendations for reducing fatalities in switching operations.

The SMART Transportation Division is represented in the SOFA group by Minnesota State Legislative Director **Phil Qualy** (650) and Kansas State Legislative Director **Ty Dragoo** (1503).



Phillip Qualy
Local 650



Ty Dragoo
Local 1503

In an effort to reduce injuries and fatalities, the group recommends that employees practice the following five life-savers:

- Secure all equipment before action is taken.
- Protect employees against moving equipment.
- Discuss safety at the beginning of a job or when work changes.
- Communicate before action is taken.
- Mentor less experienced employees to perform service safely.

SOFA updates are published quarterly and are available on the SOFA page at www.utu.org.

A member of Local 650 at Minneapolis, Qualy began his railroad career with Chicago & North Western Railway in 1980 in St. Paul. He currently holds seniority as a conductor, footboard yardmaster and remote-control locomotive operator. He has served as his local's safety and legislative representative and local president, later serving as assistant state legislative director. He was appointed to the SOFA Working Group in 2009. "After a couple of years on the railroad, and before ever being elected a local officer, I realized as a railroad worker, everything I had I owed to this union," he said.

Dragoo hired out in North Platte, Neb., in 2005. "I first ran for union office in Marysville, Kan., as the legislative representative of Local 1503," he said. "I became involved in the union because of my family, which believes the labor movement is essential for America. I wanted to contribute to making a change and being part of the solution, not the problem." He has been invited to serve as a panelist at a safety forum for the Canadian government to speak about SOFA.

SMART leaders build relationships with FRA Region 3 officials



On Jan. 29, SMART leaders from various levels of the Transportation Division attended a Federal Railroad Administration-sponsored labor meeting at the FRA's Region 3 headquarters in Atlanta, Ga. "The meeting served as a great forum for general chairpersons and state legislative directors from across the region to ask FRA officials questions of interpretation, seek safety assistance from carriers, open lines of communication, and build on their relationships with the FRA for the betterment of our membership," said Transportation Division Railroad Safety Task Force Director and Georgia State Legislative Director **Matt Campbell**. He noted that Transportation Division /CSX safety coordinators were also in attendance. "On behalf of FRA Regional Administrator **Carmen Patriarca**, Deputy Regional Administrator **Melvin Strong** and FRA Region 3, we would like to thank all of the SMART Transportation Division representatives for attending our discussion today. We appreciate you taking the time to speak with us and each of you were very informative," said **Lorie Fisher** of FRA Region 3. Not all participants pictured above are named, but SMART members included Local 1291 **Jacob Lane**, Local 622 President and Chairperson **Justin Humphries**, Local 407 Legislative Rep. and Safety Coordinator **Darren Ferrell**, Safety Coordinator **Dwayne Gray**, Norfolk Southern GO 898 General Chairperson **Mark Cook**, South Carolina State Legislative Director **Gary Walls**, Tennessee Assistant State Legislative Director **Kyle Brancefield**, Kentucky State Legislative Director **Jared Cassity**, Mississippi State Legislative Director **T. Wayne Carpenter**, Campbell, Tennessee State Legislative Director **Adren Crawford**, Alabama State Legislative Director **F. Neil Elders**, Florida State Legislative Director **Andres Trujillo**, Norfolk Southern GO 169 General Chairperson **Jimmy Stewart** and Norfolk Southern GO 898 Assistant General Chairperson **Tommy Gholson**. Not pictured, but also in attendance, was North Carolina Assistant State Legislative Director **Jared Costello**.

UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Retiree Nelson giving back to community

Charles Dickens once said, “No one is useless in this world who lightens the burdens of another.”

The labor partners of the Greater Twin Cities United Way (GTCUW) can relate to the rewards of giving as they truly are givers. Many of them were recently recognized at a United Way ceremony named “Good For Generations: The Next 100!” It was held Feb. 19 at the union-built and union-staffed Minneapolis Convention Center.



Nelson

At the event, the GTCUW honored and recognized retired railroad conductor and UTU member **Gary R. Nelson** of Local 1177 at Willmar, Minn. Bill McCarthy, president of the Minneapolis Regional Labor Federation, AFL-CIO, presented Nelson with the Stan Kowalski Lifetime Achievement Award. Nelson was lauded for his stellar and committed work in the community and on the United Way campaign at BNSF Railway.

Who is Stan Kowalski and why is there a United Way award in his namesake? Since 1961, Kowalski is a volunteer who has given more than 15,000 speeches and raised millions of dollars for the GTCUW. He is a World War II veteran who lobbies on behalf of fellow veterans and advocates for homeless veterans. Tara Uppman, the manager of campaign services for GTCUW said, “Stan is dearly loved and organizations often request him to speak at their company United Way fundraising event.”

The award is for those who have volunteered for 10 or more years for the United Way. Nelson has volunteered for United Way at least three times longer than that. It is befitting that this award was bestowed upon him as Kowalski was Nelson’s mentor at United Way.

Rather than discussing his own work, Nelson instead credits others for his achievements there. He said that he worked with Kowalski for more than 25 years, beginning in the late 1980s.

“For years we visited various locals around the country, at all hours of the day and night, and we gave presentations before the membership to recruit support for United Way through its labor partners,” he said.

He also credits retired Transportation Division General Chairperson **John W. Filter** of Local 1000.

“John leads retirees and employees in projects that benefit Habitat for Humanity, the Tubman



Center for Women and other organizations. He is an integral part of our success.”

Nelson said that credit should also be given to both the members of Local 1000 and management at BNSF.

“Three or four years ago, the union and management partnered for a successful campaign. BNSF is out there working side by side with our union volunteers. We thank Local 1000 and BNSF for their generosity and support. Also, I am truly indebted to the members of the UTU.”

Gary Nelson’s selfless acts of generosity and volunteerism, along with the ensuing positive impact he has made on the community, proves that giving really is receiving and that his cup truly runneth over.

Former UTUIA F.S. Tom Anziano dies

Retired former United Transportation Union Insurance Association Field Supervisor **Thomas R. Anziano Jr.**, 73, of Local 1373 in Philadelphia, died Mar. 26 after an extended battle with cancer.



Anziano

Anziano began his railroad career with CSX Transportation and worked as a conductor and yard foreman. He was a member of the UTU since 1972 and held several offices in his local including chairperson, legislative representative and delegate before working as a field supervisor for the UTUIA, a position from which he retired in 2005. He was also a member of the UTU Alumni Association.

Landfall Travel offers 2015 Alaskan land, sea vacation

Landfall Travel – the official travel agency of the UTU Alumni Association – is offering an 11-night Alaska land and sea vacation Aug. 19 – Aug. 30, 2015.

Travelers will begin their journey with a seven-day “Voyage of the Glaciers” cruise aboard a Princess Cruise ship, with visits to Glacier Bay National Park and the Hubbard Glacier or College Fjord, and visits to the ports of Skagway, Juneau and Ketchikan.

On day seven, they’ll enjoy a scenic rail journey on the Direct-to-the-Wilderness rail service.

Day eight of the trip has members departing on a scenic motorcoach journey, arriving at the Denali Princess Wilderness Lodge for a two-night stay. On day nine, members can enjoy the attractions of Denali National Park, with an included history tour detailing the flora and fauna of the area. On day 10, guests will reboard the motorcoach and travel to the Mt. McKinley Princess Wilderness Lodge, where they’ll have spectacular views of the mountain. The final night of the journey allows members to explore Anchorage and all it has to offer.

Interested parties can contact Landfall Travel directly at (440) 799-8977 or toll-free at (800) 835-9233 for more information. Fares start at \$1,883 per person, based on double occupancy.

All members are welcome. You do not have to be a member of the Alumni Association to enjoy this excursion.

He was a veteran of the United States Air Force, enjoyed fishing, trips to casinos and Ocean City, N.J., and was an avid Eagles and Phillies fan.

“Tom was always known as a kind, generous man who was loved and admired by everyone who knew him. Tom always put his family, friends and especially the UTU membership ahead of himself,” UTUIA Field Supervisor **Art Rayner** of Local 1374 at New Castle, Pa., said. “I will always be forever grateful and indebted to Tom for all he had done for me after I replaced him as a UTUIA field supervisor. I will truly miss him.”

Anziano is survived by his wife, Barbara, seven children, 14 grandchildren and 10 great-grandchildren.

Donations in his name may be sent to Taylor Hospice Residence, P.O. Box 147, Ridley Park, PA 19078.

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
6	Morgan, George E.	Greenwood, Ind.	446	McMullin, Victor W.	North Platte, Neb.	1373	Anziano Jr., Thomas R.	Holmes, Pa.
60	Lerner, Mark S.	South Orange, N.J.	489	McClellan, Robert F.	Gering, Neb.	1379	Ruffner, Michael C.	Punxsutawney, Pa.
94	Wear, Gary C.	Kansas City, Kan.	525	Melvie, Earl J.	Thief River Falls, Minn.	1458	Garber, Antoine G.	New Iberia, La.
200	Arney, Charles R.	North Platte, Neb.	528	Smalley, Charles B.	Eldorado, Ill.	1501	Mathes, Charles D.	Baton Rouge, La.
202	Longstrom, Eugene W.	Denver, Colo.	631	Davis, Charles A.	Ridgeley, W.Va.	1518	Grayless, Wilbur W.	Brazil, Ind.
206	Moorehead, Richard D.	Leo, Ind.	771	Davis, Winborn L.	Mancos, Colo.	1518	Loyd, Harold E.	Terre Haute, Ind.
226	Schopp, Larry D.	Moberly, Mo.	773	Mills, Frank D.	Galveston, Texas	1548	Bahr, John R.	Indianapolis, Ind.
265	Lamb, Robert C.	Pocatello, Idaho	811	Wright, Lewis B.	Lake Havasu City, Ariz.	1608	Williams, Benny O.	Wildomar, Calif.
316	Wilson, Larry G.	Clinton, Iowa	853	Candle, Robert E.	Cordova, Tenn.	1780	Crutcher, William H.	Kansas City, Mo.
318	Edwards, John R.	Millrift, Pa.	878	Daum, William F.	Greenville, Texas	1823	Adams, Stanley E.	Wardsville, Mo.
318	Harbach, Robert L.	Jersey Shore, Pa.	886	Musolf, William E.	Marquette, Mich.	1846	Hampton Jr., James	Fontana, Calif.
318	O’Herron, Daniel J.	Horseheads, N.Y.	1076	Quick, John E.	Rockwood, Mich.	1951	Fuoco, Alexander A.	Bohemia, N.Y.
363	Kibler, Charles F.	Shenandoah, Va.	1346	Swafford, Edward	Antioch, Tenn.	1972	Hollingsworth, Marshall	Dacula, Ga.

The February 2015 issue of the SMART Transportation Division News incorrectly listed Alumni Association member Donald G. Armstrong of Clovis, N.M., (Local 945) as deceased. Brother Armstrong advises friends that he is alive and well. SMART Transportation Division News regrets this error and apologizes to Armstrong and his family.

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



Call or email today:
(800) 558-8842 or
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 04/15

Family members and moral compass pointed Dawson in direction of unionism

Stephen T. Dawson, chairperson of the SMART Transportation Division Executive Board, retired March 1.

Dawson was a union man through and through and wasn't afraid to speak up about injustices in life and toward his union brothers and sisters.

He had a long union history within his family that inspired him to seek union office. His grandfather was a member of the carpenters' union in the 1930s while his stepfather was a dedicated union steelworker.



Dawson

"My feet were always under a union table," Dawson said.

"I wanted to be a railroader because of the independence, the ability to make your own decisions, and the equality.

Everyone made the same money and you didn't have to kiss up. You were paid based on your work," Dawson said. "The hours were unpredictable and long, but with seniority, the options became better."

Dawson had nearly 42 years of service with the railroad and union upon his retirement. He hired out in July 1965, but didn't get past the 90-day probationary period, so he set his sight on the military. He spent three years in the U.S. Army, and then hired out again with Atchison, Topeka & Santa Fe Railway in June 1973.

He started out as a brakeman and was later promoted to conductor and yardman.

Soon after joining the UTU, Dawson decided to run for the position of local legislative representative at the urging of the local secretary & treasurer.

"Our former secretary and treasurer at Local 811 (San Bernardino) – **K.D. Smith** – asked if I'd run for the position," Dawson said, "so shortly thereafter I did. Smith was set to retire in March or April of 1980 and he persuaded me to run for his position as well. I held both positions until I retired.

"At the 1995 convention, I ran for the office of International Trustee and was elected," he said. "That was an attritional position. I ran for that position with the campaign promise that I would resign and save the union money. The position was left over from the old merger and was no longer needed in my opinion, so that's why I ran."

Keeping his campaign promise, Dawson served one day as trustee and resigned.

He ran for a position on the UTU Executive Board at the 1999 convention and was elected.

"The main reason I ran for the Executive Board was because there was a gentleman on the board who was also a UTU designated legal counsel. As a member of the Executive Board, there was a possibility that he might have to hear cases against the union president. The president at the time had appointed him as designated legal counsel, so I felt that he had a conflict of interest. The counselor understood my position and didn't run against me. I ran unopposed."

The moral compass that guided Dawson to run for the Executive Board also guided him throughout his railroad and union career. It led him to be a safety coordinator and to serve on the national safety team.

"I would think that my greatest contribution to the union was exposing new members into what unionism is all about and making real strides in safety," Dawson said. "I would like to see the union continue to fight for better wages, better working conditions, better hours and reasonable rest/work cycles. Everything the union has ever worked for."

To future union representatives, Dawson said, "Keep wearing the union colors and flying the union flag.

"I think the union and the Executive Board will do just fine without me. But at the same time, I don't think I would've done as well without the help of those around me," he said, citing fellow Executive Board members **Mike Anderson** and **Steve Mavity**.

In retirement, Dawson plans to travel and do some woodworking.

"I've got several projects. I've got an older home from the 1920s and that always keeps me busy. I'll keep in touch with some of the guys. My wife volunteers at the local hospital and I volunteer at my grandson's school."

Congratulations Brother Dawson, and thank you for your service.

Bill to delay PTC deadline marked up by committee

Continued from page 1

or in isolation. Rail employees, first responders, and communities have witnessed too many deadly freight and passenger rail accidents in recent years, including those involving the transport of crude oil and other hazardous materials. While the causes of these accidents vary, we know that passing long overdue safety reforms – not just simply delaying implementation of PTC – will make rail transportation safer.

“We unveiled a plan outlining measures that Congress can implement in order to improve both passenger and freight rail safety. That plan includes mandating at least two qualified crew members on every train; addressing chronic fatigue among rail employees; and requiring use of common sense technology such as alerters and shunting. We also released reforms to make hazardous materials transportation safer, including a call for better support and training for first responders and stronger tank car and inspection standards.

“A blanket five-year extension of PTC is the wrong approach. We understand that some of the reasons for delay in implementing PTC are outside the control of the railroads, but these companies could have done more to meet this mandate. Any extension should be of shorter duration and considered on a case-by-case basis while requiring carriers to submit a plan for how they will meet an extended deadline.

“At a time when the safety of rail transportation is gaining much-needed attention, it makes no sense for the Senate to only move a bill that delays implementation of life-saving technology without considering comprehensive safety reforms.”

Labor union coalition at NJT requests proffer of arbitration

By letter dated March 20, SMART General President Joseph Nigro has requested that the National Mediation Board (NMB) proffer arbitration to SMART Mechanical Workers on New Jersey Transit.

The request was done in concert with other unions in the New Jersey Transit Rail Labor Coalition. The coalition represents 88 percent of the overall union membership on NJT and was formed over the past several months. A decision by the NMB is expected in about a month.

If the NMB proffers arbitration, which SMART and the other coalition unions will reject, a Presidential Emergency Board will then be appointed.

“This coalition has one goal, a fair contract for our Transportation and Mechanical Brothers and Sisters at New Jersey Transit,” said SMART’s Railroad, Mechanical and Engineering General Chairperson **John McCloskey**. He added that “negotiations were at a complete standstill, this request for release is a necessary one.”

If the NMB agrees to release the coalition unions, it will proffer binding arbitration to the unions and NJT. When either side notifies the NMB that they reject binding arbitration, that starts a process that could take as long as 270 days if no voluntary agreement is reached, including two Presidential Emergency Boards (PEBs).

The first PEB would be appointed within 30 days of either side’s rejection of the proffer of arbitration. At the end of the 270 days, both sides can resort to self-help. The coalition elected to seek release after it became clear that NJT would not make a reasonable offer. The coalition has proposed a settlement patterned after the contracts achieved at the Long Island Rail Road and Metro-North in New York.

New Jersey Transit insists on concessionary contracts, with employees with families paying more than four times what they pay now for health benefits. The coalition, which consists of representatives from eight unions, includes SMART Mechanical and Engineering Local 396 and SMART TD Local 60.

Christopher Hart sworn in as NTSB chairman

WASHINGTON – Christopher A. Hart was sworn as the 13th chairman of the National Transportation Safety Board March 17 during a ceremony presided over by Chief Administrative Law Judge Alfonso Montano.



Hart

Prior to stepping into the role of acting chairman, Hart had served as vice chairman and a member of the board since 2009. He also served as a member of the board from 1990 to 1993.

“I am very grateful for this opportunity to lead this dynamic agency that is dedicated to improving transportation safety,” said Hart. “I have been involved in transportation safety for more than

30 years and the NTSB truly sets the bar higher for continued safety improvement.”

Hart is an aerospace engineer, attorney and licensed pilot with commercial, multi-engine and instrument ratings. His family has a tradition of accomplishment in the field of transportation. In 1926, his great uncle, James Herman Banning, was the first African American to receive a pilot’s license issued by the U.S. government.

After serving as a member of the board from 1990-1993, Hart served as deputy administrator of the National Highway Traffic Safety Administration, before moving to the Federal Aviation Administration in 1995. He served as the FAA assistant administrator for system safety and then became deputy director for Air Traffic Safety Oversight Service before returning to the board in 2009.

Hart holds a law degree from Harvard Law School and Master’s and Bachelor’s degrees in Aerospace Engineering from Princeton University. He is a member of the District of Columbia Bar and the Lawyer-Pilots Bar Association.

UP again violates Federal Railroad Safety Act

For the third time since 2011, Union Pacific Railroad has violated the Federal Railroad Safety Act at its yard in North Platte, Neb., by disciplining employees who reported workplace injuries and sought medical attention, the U.S. Department of Labor’s Occupational Safety and Health Administration has found. Since 2001, the company has faced more than 200 whistleblower complaints nationwide.

In the most recent case, OSHA investigators determined that Union Pacific disciplined a 35-year-employee after the locomotive freight engineer reported injuries sustained in a Dec. 22, 2013, collision and received medical attention. The company has been ordered to pay the engineer \$350,000 in punitive and compensatory damages and reasonable attorney’s fees, remove disciplinary information from the employee’s personnel record and provide information about whistleblower rights to all its employees. Prior to this incident, the employee had never been disciplined.

“It is disheartening that this employee, a loyal

Two members injured in unrelated accidents

Two Transportation Division members were injured and an engineer was killed just days apart in unrelated accidents.

A SMART Transportation Division member working as a conductor for Canadian National Railway (Illinois Central) was crushed by a rail car in a switching accident March 15.

William C. Moses, 42, a 10-year member of the Transportation Division, was seriously injured in the accident that occurred about 3:30 p.m. in Fulton, Kentucky. He is a member of SMART Transportation Local 339 at Jackson, Tenn.

Moses was airlifted to Vanderbilt University Medical Center in Nashville where he remains in critical condition. He is married and has two children, ages 15 and 5.

A SMART Transportation Division member was seriously injured and a BLET engineer was killed March 17 when a taxi hired by Union Pacific Railroad to transport the men rolled off the side of a freeway near the Interstate 680/Interstate 80 interchange, according to the California Highway Patrol.

The accident happened just after 1 a.m. in Fairfield, Calif.

Scott Moffitt, 51, who was seated in the left rear seat, was injured and engineer Alexander Sassman, 51, who was seated in the right rear seat, was killed. The taxi driver was also injured. Moffitt and the driver were taken to NorthBay Medical Center in Fairfield.

Moffitt is a member of Transportation Division Local 1570 at Roseville, Calif.

The taxi was transporting the two UP employees from San Jose to Roseville.

railroad worker for 35 years, faced disciplinary action because he sought needed medical attention for a work-related injury. Union Pacific’s actions and the repeated complaints filed by their employees are indicative of a culture that doesn’t show that same loyalty to their workers or concern for their safety,” said Marcia P. Drumm, OSHA’s regional administrator in Kansas City, Mo. “Whistleblower protections play an important role in keeping workplaces safe. It is not only illegal to discipline an employee for reporting an injury and seeking medical attention, it puts everyone at risk.”

Local 311 makes push for PAC



The SMART Transportation Division’s Political Action Committee (UTU PAC) really is an investment in the future. Contributors to PAC help to ensure that legislators, sympathetic to the issues of active and retired SMART members, are elected in Washington, D.C. They realize that the best way to help elect these representatives and the best way to have a voice in matters that affect their finances and families is by contributing to UTU PAC. Transportation Division conductor and local legislative representative (311) Rick Hauser realizes the significance of contributing to PAC. He recently received recognition for his efforts by Wisconsin State Legislative Director Craig Peachy. “Thanks to Brother Hauser and his members, from March 2012 to December 2014, Local 311 (La Crosse, Wis.) increased its UTU PAC members count from 40 members contributing \$501.69 per month to 126 members contributing \$2,145.50,” Peachy said. Hauser, at Peachy’s request, also produced a video about how he educates his members on the importance of UTU PAC pledges. Peachy is hopeful that it will be used by other locals as an educational tool for their members. It is available on YouTube. Above, Hauser is awarded a plaque by Peachy for Wisconsin’s highest UTU PAC contribution in 2015. “This award belongs to Local 311. The members in this local have really bought into the UTU PAC program and understand what it means to us,” Hauser said.

Meeting pre-registration saves time and money

The 2015 Transportation Division 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 up to 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.

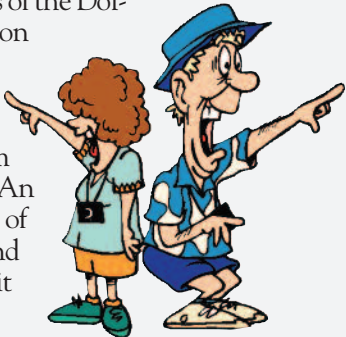
Sunday/Monday tours set for Phoenix regional meeting

The Transportation Division has arranged two different spouse tours of local attractions at the Phoenix regional meeting.

The Sunday tour (June 28) is an excursion on the Dolly Steamboat Nature Cruise. During this six-mile cruise, you may see desert bighorn sheep, bald eagles and a host of other animals viewed from the decks of the Dolly. Guides also touch on the beautiful flora from the stately saguaro cacti to the microscopic organism called desert varnish. An unforgettable vista of volcanic canyons and 1,300 foot cliffs await you on Canyon Lake.

The Monday tour (June 29) is a visit to the Heard Museum in Phoenix. Known for its award-winning exhibits, the Heard Museum uses its collections and first-person voice to tell the stories of American Indian cultures while at the same time celebrates the diverse achievements of today’s artists. Your visit to the Heard Museum includes 12 exhibition galleries, free guided tours, outdoor sculpture gardens, a renowned café, a contemporary art gallery and trading-post style shopping, plus much more.

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 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.



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

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.



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.

Periodicals Postage
PAID at Cleveland, Ohio,
and Additional
Mailing Offices



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 former New England Lines engineer and Local 1440 Chairperson **James Allen**. "This Amtrak locomotive photo was taken at the former Yard 8 of the Portland Terminal Co. in Portland, Maine. It was hauling the American Association of Passenger Rail Car Owners and cars from Chicago to Maine," Allen said.

Volume 47 • Number 3 • April 2015

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

Amtrak has authority to set on-time performance

WASHINGTON – The U.S. Supreme Court's March 9 decision affirming Amtrak's power to create on-time performance standards could get slumping Midwest arrival times back on track.

"This is a good Supreme Court decision that should help rail passengers across the country," said Howard Learner, Executive Director of the Environmental Law & Policy Center, which filed an amicus curiae brief in the case.

"For every passenger who has been delayed for hours in Northwest Indiana or outside of Cleveland while oil tanker cars slog by, this court decision can be an important step forward."

The Association of American Railroads challenged a federal law that allows Amtrak to help set on-time performance standards for railroads, arguing that Amtrak is a private company rather than a government entity. The Supreme Court, agreeing with the Department of Justice and ELPC, held that Amtrak is more like a government entity.

The D.C. Court of Appeals had struck down a provision of the 2008 rail reauthorization bill that instructed the Federal Railroad Administration and Amtrak – consulting with the Surface Transportation Board, freight railroads, states, rail labor, and rail passenger organizations – to develop metrics and minimum stan-

dards for measuring Amtrak passenger train performance and service quality.

"Today's U.S. Supreme Court ruling settles that legal question," Learner said. "Amtrak is a government entity. Given this ruling, the existing on-time performance standards should be enforced and passenger rail should again be given priority."

In an amicus curiae brief filed by ELPC, on behalf of itself and the National Association of Railroad Passengers, All Aboard Ohio and Virginians for High Speed Rail, ELPC found that on-time arrival rates had suffered since the appeals court ruling.

In 2012, Amtrak achieved a nationwide on-time performance rate of 83 percent. Since the standards were invalidated by the Court of Appeals, on-time performance fell to an abysmal 42 percent.

While this is a major victory for Amtrak passengers across the nation, the Supreme Court's ruling does raise the possibility of a lengthy court fight should the Association of American Railroads seek to continually litigate other issues around on-time performance.

"The highest court in the land has spoken and we hope that freight railroads will move forward as a partner to improve passenger rail service across America," added Learner.



Inside this issue of SMART Transportation Division News:



Providing students a lift, and not just to school. See page 2.



Please support benefit for SMART family member. See page 3.



Retiree Nelson giving back to community. See page 8.



Phoenix regional meeting spouse tours set. See page 11.