



Transportation Division News

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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

Sellers, McClees sworn in as General President, General Secretary-Treasurer April 30

Upon the retirement of General President Joseph J. Nigro, effective April 30, General Secretary-Treasurer Joseph Sellers Jr. was sworn in as general president, filling the vacancy left by Nigro.

Chief of Staff Richard McClees moved into Sellers' vacant position of General Secretary-Treasurer.

Joseph Sellers, Jr., has risen steadily in his 35 years as an industry professional and union official. A second-generation sheet metal worker, his background includes managing the union and its affiliates at every level as well as many years as a leader in education.

Sellers started his apprenticeship in 1980 at Local 19 in Philadelphia and became a journeyman four years later. He was elected to the local's executive board in 1994 and was appointed to training coordinator in 1996. In 2002, after serving as a business representative for two years, he became Local 19's president and business manager.

In August 2009, Sellers was elected to international leadership as 11th general vice president. The General Executive Council elected him to serve as the union's general secretary-treasurer (GST) effective July 1, 2011, and, after finalization of the merger of the Sheet Metal Workers and United Transportation Unions, he was unanimously re-elected as GST by delegates to the first SMART General Convention August 2014. Sellers became SMART's general president May 1, 2015.

During his tenure as an officer at Local 19,



Former General President Joe Nigro (right) swears in former General Secretary-Treasurer Joe Sellers (middle) as general president and Rich McClees (left) as General Secretary-Treasurer.

Sellers also held a number of important union and industry posts. He was president of many groups, including the Pennsylvania State and New Jersey State Councils of Sheet Metal Workers; the Mechanical Trades District Council of Delaware Valley; the Metropolitan Association of Presidents and Business Representatives; and the board of directors for the National Energy Management Institute (NEMI). He also served as secretary/treasurer of the Mechanical and Allied Crafts Council of New Jersey.

As SMART General Secretary-Treasurer, Sellers led special campaigns to increase outreach and awareness for pension and health care issues, including compliance with the Pension Protection Act and Affordable Care Act. He has held several positions with the AFL-CIO and Building and Construction Trades Department at the national, state and local levels. He currently serves as chairman of the union's National Pension Fund and is a trustee for several other national pension and health funds.

Richard McClees has been working in the industry for over 40 years after starting as a production worker in Local 206 in San Diego. Since that time he built a career that saw him immersed in every facet of the sheet metal industry while he held virtually every position at every level of the union.

McClees followed his father and two brothers into the trade – all of whom served as models of hard work and commitment.

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Rep. Norcross introduces bill to improve rail safety

Washington, DC – April 28, Congressman Donald Norcross (D – N.J.) introduced his first bill, H.R. 2074, the Toxics by Rail Accountability and Community Knowledge (TRACK) Act, to improve hazmat-by-rail safety by implementing a series of recommendations made by the National Transportation Safety Board (NTSB) following the 2012 train derailment in Paulsboro, N.J. Since being sworn in to Congress in November of last year, Rep. Norcross has worked closely with Senator Bob Menendez and local officials on legislation designed to avoid catastrophes like the one that occurred in Paulsboro, while working to benefit from the lessons learned from this accident.

On November 20, 2012, a freight train derailed in Paulsboro, N.J., causing several tanker cars to crash and spill toxic vinyl chloride into the atmosphere. Thanks to the efforts of the local first responders, State Office of Emergency Management, U.S. Coast Guard, and countless others, the risk of injury was minimized. However, an



Norcross

SMART TD applauds DOT's tank car final rule



Risch

The Department of Transportation (DOT) announced its final rule for rail shipments of flammable liquids. The rule calls for enhanced safety standards for High-Hazard Flammable Trains (HHFT), including stricter tank car construction standards, the phasing out of older tank car models, the use of electronically controlled pneumatic brakes (ECP) and will make permanent previously announced speed restrictions.

John Risch, SMART Transportation Division national legislative director, welcomed DOT's final rule, specifically applauding the mandate of ECP brakes: "This is a game changer. I've operated trains with ECP brakes, and they are the greatest advancement in safety I've seen in my 35 years in the industry."

"According to a 2006 FRA report, ECP brakes can stop trains 40-70 percent faster than conventional train brakes and allow for a graduated release, which is vital to the safe handling of trains in cold weather and on heavy grades. ECP brakes will save the lives of railroad workers and better protect the millions of Americans living near rail lines." The DOT's ECP mandates must be fully complied with by May 2023.

Additionally, Risch expressed relief that the rule does not unreasonably restrict train speeds, something that would add to traffic congestion and further delay passenger rail service. The rule will restrict all HHFTs to 50 mph in all areas and restrict certain HHFTs to 40 mph in designated high-risk urban areas.

"While this rule will go a long way towards ensuring the safety of our nation's railroads, more can be done. We now urge the DOT and Federal Railroad Administration (FRA) to ensure that all freight trains are operated by a minimum of two individuals – a certified conductor and certified engineer," said Risch.

estimated 1,500 people were forced to evacuate their homes.

In the wake of the accident, the NTSB conducted an independent investigation into the cause of the derailment and toxic chemical spill. The legislation introduced by Rep. Norcross addresses a number of the public safety concerns raised by the NTSB, while working to implement their recommendations into law.

"As Representatives in Congress, our top duty is to ensure the safety and security of our residents, which is why I have chosen to pursue these common-sense rail safety reforms in my very first piece of legislation," said Congressman Norcross. "Following the 2012 train derailment in Paulsboro and other preventable public safety emergencies, we must ensure that rail users take steps to minimize the risk of an accident and provide recourse to those affected when companies fail to do so. These NTSB-supported recommendations will improve rail safety and expand protections for first responders and residents who live along train routes."

"After years of study, the NTSB found that Conrail's actions after the Paulsboro derailment endangered the train crew, local residents and first responders. But, the

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SMART TD unveils new Legislative Action Center

The SMART Transportation Division is making it easier for its members to make their voices heard in the nation's capitol.

Our new Legislative Action Center (LAC) enables members to learn about issues and legislation that directly impact their jobs and livelihoods and provides them easy access to contact their representatives to let them know their views.

Members can also see how their representatives voted on legislation, learn about upcoming elections in their state and even write a letter to the editor of their local newspaper.

"The LAC facilitated over 600 messages from SMART TD members to their Representatives in Congress over the course of its first week in action," National Legislative Director John Risch said.

The LAC is located on the bottom left-hand corner of utu.org.



Around the SMART TD

Local 240, Los Angeles, Calif.

Local Legislative Representative **Harry J. Garvin Jr.** reports that retired Conductor and Brakeman **Raymond R. House** died March 16. House hired out with Pacific Electric January 1, 1963 and retired from SP/UP March 1, 2003, after 40 years of service. "Ray was an outstanding railroader and a good friend of many on the railroad and he will be missed," Garvin said. Cards and condolences can be sent to Susan House at 1306 Detroit Ave., Youngstown, OH 44502.

Local 506, Herington, Kan.



This Union Pacific Local donated the horse blanket (pictured above) to the winner of this year's SMART Day at the Races. Local 286 **Ed Mueller** and Local Chairperson **Cliff Gordon** (7) report that there were 98 SMART Transportation Division members in attendance from both BNSF and Union Pacific railroad locals located in Nebraska, Iowa, Kansas, Colorado, Minnesota and Missouri.

Local 750, Knoxville, Tenn.

Local 1301, Knoxville, Tenn.

Locals 750 and 1301, both of Knoxville, Tenn., met for dinner with National Legislative Director John Risch, reports Local Legislative Rep. **James "Clay" Pearson**.

"**Earl Smith** won the 2014 PAC contest at the SMART TD convention in San Diego, Calif.," Risch said. "Smith's prize was dinner with the National Legislative Director."



Back row (from left): Past Local President **Doug Williams** (1301), Local Vice President **Greg Waters** (1301), **Risch**, **Pearson** (1301), Local Chairperson **Earl Smith** (1301), Local Chairperson **Jason Roberts** (750) and Local Chairperson **Jamie Beatty** (750).

Front row (from left): Local President **Joseph Fawver** (1301), **Mitchell Kitts** (1301), Local Trustee **Darrel Riche** (750) and **David Hurst** (750).

Amtrak GO 769, Philadelphia, Pa.



This photo was taken at the GO 769 quadrennial meetings held in Atlantic City, N.J. May 20-21, 2015. Pictured from left are: Vice Chairperson **Charlie Yura** (838), GCA Secretary **Rick Pauli** (816), General Chairperson **Dirk Sampson** (117), Transportation Division President **John Previsich**, TD Vice President **John Lesniewski**, TD Vice President **Jeremy Ferguson**, TD Vice President **John England** and Alternate National Legislative Director **Greg Hynes**.

Jason Hayden making the most of a distance



Pictured from left: **Donna Heth** (mother), **Carrie Sweigart**, **Hayden** and **Nicole Moore** (niece).

According to an old Chinese proverb, "The journey of a thousand miles begins with one step." The obstacles that life places before us can sometimes be overwhelming. Forward motion against the obstacle, one step at a time, is movement in the right direction; whether it is an engineer driving a locomotive up a steep grade, a cyclist peddling against the miles or a cancer patient in the battle of his life.

Neil Peart, the lyricist and drummer for the Canadian rock trio **Rush**, addresses these realities in the song, *Marathon*, "It's a test of ultimate will, the heartbreak climb uphill, got to pick up the pace if you want to stay in the race."

Local Chairperson and Missouri Assistant State Legislative Director **Jason R. Hayden** (NS, 687A) has picked up the pace in the race against cancer. As a volunteer and cyclist for Pedal The Cause (PTC), he was recently honored with the PTC Volunteer of the Year award.

Pedal the Cause is the premier St. Louis cycling event of the year and is a driving force behind creating a world without cancer. It is also the only St. Louis event that gives 100 percent of participant donations to accelerate life-saving cancer research at Siteman Cancer Center and St. Louis Children's Hospital. Hayden has been a Pedal the Cause volunteer since 2012 and is a member of the Happy Helpers team - a large team of friends, family and community members who donate their time and efforts to make Pedal the

Cause a success.

In 2015, PTC is funding eight new research projects. It has now funded more than 50 cancer research projects (37 adult and 15 pediatric) in St. Louis. The next PTC event is set to take place Sept. 26 & 27, 2015 at the Chesterfield Amphitheater in Chesterfield, Mo. For information on how to get involved in Pedal the Cause or if you would like to help Hayden's efforts to help create a world without cancer, please visit: pedalthecause.org.

Brother Haden is passionate about his participation in PTC. He explains, "I volunteer and ride because cancer affects so many people. It has impacted people within my family and has impacted friends of mine. This is one small way I can help in the cure for cancer."

He has put together a team of over 15 cyclists, many of whom are family members. With each mile they ride, they are making the most of their passion for cycling by using it as a vehicle to confront and conquer cancer.

As for Haden making the most of his cycling, **Neil Peart's** inspirational lyrics ring poignantly true, "In the long run...you can do a lot in a lifetime if you don't burn out too fast. You can make the most of the distance, first you need endurance - first you've got to last..." No doubt, Hayden is doing a lot of good in his lifetime and he certainly knows how to make the most of a distance.

Local 1033, Atlanta, Ga.

Local 1598, Manchester, Ga.



Pictured from Left: **Gray**, **Lewis**, **Jackson** and **Campbell**.

Local 1033 Legislative Representative **Bernard Gray**, Local 1598 Legislative Representative **Jarvis Jackson** and Georgia State Legislative Director **Matt Campbell** attended the 75th birthday party for U.S. Representative **John Lewis** (D - Ga. 5th District) in Atlanta, reports **Campbell**. "Congressman Lewis is a great friend of Labor and of SMART," Campbell said. "He's a civil rights icon and has fought for fair treatment of people and workers his entire life."

Local 1910, Macon, Ga.



The above photo is from SMART Transportation Division Local 1910's third annual information conference and cookout. In attendance was Past UTU President **Tom Dubose**, Railroad Retirement Board, OSHA Whistleblower office, UTUIA, General Chairperson of GO 169 (Norfolk Southern Lines) **Jimmy Stewart** and Georgia State Legislative Director **Matt Campbell**. Designated Legal Council **Warshawer Law Group, P.C.** sponsored the event and was also in attendance.

Back row from left: **Christopher McDaniel**, Vice Local Chairperson **Lamar Crowder**, **Stewart**, GCA Secretary **Tony Roland**, Vice Local Chairperson **Timothy Patrick**, LCA Secretary **Gerry Nobles** and Local Chairperson **Daniel Doster**.

Middle row from left: Vice Local Chairperson **George Miller**, Local 1534 Trustee **Antoine Robinson**, **Campbell**, TD Vice President **Doyle Turner**, Field Supervisor **Steve White** (1814), **Danny Boyle** (498), Local Chairperson **Steven Beck**, Local Chairperson **Thomas Williamson** and **Christopher Bearden**.

Front row from left: **Reginald Russell**, Local President **John Pitts**, **Dubose**, Local Vice President **Lois Exum**, Local Chairperson **Billy Wilson** (1261), Vice Local Chairperson **Eric Robinson**, **Christopher Scott** and Local Chairperson **Charles Ellington**.

SMART education department trains Transportation Division leaders

The SMART Education Department has been traveling throughout the country with training programs designed for the Transportation Division, providing training for General and Local Chairpersons at various quadrennial conventions around the country.

Ranging from topics like communication techniques for union leaders and conflict resolution to Local Chairperson responsibilities, the education department has engaged and trained leaders in the rail side who are conductors, engineers and switchmen.

The first training program was held in Las Vegas at GO 887's quadrennial convention in January where incoming General Chairperson **Gary Crest** noted his committee's commitment to developing a highly educated and motivated membership, "We are really excited to have hosted the education department. Our local chairpersons were engaged the whole way through and Chris and Doug did an outstanding job."

Most recently the department put their training on for SMART GO 225 in Milwaukee and will be doing a series of trainings over the summer and into the fall including training at the TD's Regional Meetings in Phoenix, Ariz. and Providence, R.I.

"Doug MacDonald and I are really excited by the challenge of developing and presenting train-

ing to our union brothers & sisters on the transportation side of our union," Education Director Chris Carlough stated. "We are continually developing new concepts and learning a whole new language as both sides are acquiring more knowledge about each other and realizing that we have a common goal which is to provide exceptional representation and leadership to our membership."

Originally operating out of the organizing department in the mid 80's before becoming its own department 10 years later, the education department has been training local union members and union representatives in the U.S. and Canada in all aspects of trade union representation including communication, organizing and leadership training. These training programs are done either in the local or at regional training centers.

The Education Department has several classes which crossover from the construction to the transportation division such as: Effective Communication, Strategic Organizing, Negotiations and its Dynamic Leadership class curriculums.

Last year a combined strategic organizing class was held in St Louis, Mo. at SMART Local 36's facility and close to half of those attendees were General, Local and Vice Chairpersons from the Union Pacific properties. The diversity of experience in the room made for a unique and reward-

ing experience.

"The value of the education and training we provide to our officers and members is one of the many benefits we provide for our membership," General President Joseph Sellers Jr., said. "We will continue our commitment to work and move forward together as one union and provide world class representation as we move this great organization forward."

The SMART Education Department's mission statement is as follows: "The Department of Education is a team of dedicated trade unionists working for the continuous improvement of training and instructive services for all SMART members. Through organizing, communication and leadership training we are determined to make a positive difference in the labor movement by providing exceptional educational programs to our elected and appointed leadership so they in turn can provide the outstanding representation their membership deserves."

Two seated at new positions on TD Executive Board

Alternate to the Transportation Division's Executive Board **Jeremy Don Brooks** has joined the Executive Board following the retirement of former board member Steve Dawson March 1.



Brooks

Brooks has been employed by Union Pacific Railroad since 2004 and received promotion to engineer in 2007. Since then, he's been active in the affairs of Local 937 at Mart, Texas. Brooks began his union career by serving as alternate delegate for his local. He rose through the ranks quickly, serving as local chairperson, vice general chairperson for UP General Committee of Adjustment GO 927 and then first vice chairperson for the committee. He currently serves as the chairperson for Local 937. According to the SMART Constitution, Brooks was automatically elevated to the board upon Dawson's retirement.

To fill the vacancy in the alternate position, the Board of Directors elected Union Pacific GO 887 General Chairperson **Gary W. Crest** to the alternate Executive Board seat. Crest began his railroad career in 1993 when he hired out with Copper Basin Railway. In 1997, Crest joined UP in Tucson, Ariz. His union career began in 2003, when he was elected to the position of vice local chairperson of Local 807 at Tucson. He was elected by acclamation in both 2007 and 2011 to the position of local chairperson.



Crest

Crest has also served as delegate for the local since 2011. In 2010, he was elected to the position of vice general chairperson of UP GO 887 and was reelected by acclamation in 2011. He was elected general chairperson in January 2015. Crest currently resides in Bakersfield, Calif.

The Board of Directors notified Crest of his election April 17.

Members' Journal online subscriptions now available

At the First SMART General Convention in 2014, leaders pledged more efficient operations as well as to be more transparent, accountable and responsive to members. A communications survey is helping to fulfill those promises.

Early in 2015, SMART polled members on outreach today and in the future, asking what they wanted and how they wanted to get it.

The findings showed that SMART members are regular users of online media. Many already prefer keeping up via digital channels rather than by postal mail or word-of-mouth.

SMART already has a robust website and Facebook page with content for sheet metal and transportation members alike.

Especially for a Union working to build strength and keep members involved and informed, digital communications provide speed and variety while using fewer resources.

That's why the General Executive Council reviewed these survey findings and approved the next move into our digital world: giving members the option of online-only delivery of our periodicals, starting with the Members Journal.

You can already read the Members Journal at smart-union.org as well as SMART TD News.

Visit www.smart-union.org/godigital to fill out a form that allows future issues of the SMART Members' Journal to be emailed to you online.



Cook seeks advice from Risch

At left: respected political analyst Charles "Charlie" Cook Jr. (left), met with National Legislative Director John Risch (right), seeking his political advice.

Cook specializes in election forecasts and political trends, which he writes about in his own publication, "The Cook Political Report." He also writes two columns for the "National Journal: 'The Cook Report' and 'Off to the Races.'"



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, May 12-14. 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 John Jancosek (1963), Tony Herrera (1701), Adam Burke (1308), Brett Yocham (894), Gaetano Falcone (498), Brad Stanhope (1289), Jerald Palmer (1312), Trent Lidholm (258), Ricky Barber (527), Viet Tran (507), Penny Miller (1785), Araujo (756), Jesse Beha (1386), David Paitzell (72), Brantley (1263), James Riley (6), Scott McAlexander (486), Hilliary Floyd (1973), Diane King (40) and Jair Torres (138).

Transportation Division has page on Facebook

The SMART and SMART TD News Facebook pages, which can be found by searching "Sheet Metal Air Rail and Transportation Workers" (or by going to facebook.com/smartunion) 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 or www.smart-union.org.



We win the war on labor by standing together

It is an honor to serve in office. For a union, however, it is even more special. In this organization, we are all workers, joining together for mutual support as we work to build a better future for our families.

I want to acknowledge Joseph Nigro for his hard and capable work. We will be diligent to continue his vision, by ensuring members are served by improving the responsiveness and efficiency of our union, while working to help position ourselves to take advantage of the opportunities ahead.

In this organization, we are all workers, joining together for mutual support as we work to build a better future for our families.

As a second generation sheet metal worker from Philadelphia, I know something about my hometown. The derailment of Northeast Regional Train 188 shocked and saddened all of us. Gary Masino, president and business manager of Sheet Metal Local 19, my home local, immediately called to convey the full support of Local 19's membership and offered to aid any SMART TD members, family and staff who would be traveling to Philadelphia for the crash investigation. His gesture and actions that night, conveyed to his brothers and sisters in the SMART Transportation Division, echo the kind of solidarity and support structure we are building, now and into the future.

Sometimes we forget that, at its core, passenger and freight railroading is about safety – the safety of our fellow members and the well-being of the public that relies on our services. So far, we know that eight lives were lost and 200 others were injured. Twenty still remain hospitalized. Three of those injured are our own brothers and sisters from TD Local 1370 in New York City. All of our



SMART
General President's
Column
By Joseph Sellers Jr.

thoughts and prayers are with Akida Henry and Thomas O'Brien, as well as Emilio Fonseca who still remains hospitalized.

At a dark hour, the courage and self-sacrifice exemplified by our brothers and sisters on that train shined a light on the character of our members. In the frantic moments following the accident, they had the presence of thought to stop and assist injured passengers and their fellow crew members. These actions reflect the dedication and professionalism that reinforces my pride at serving as your general president.

We need continued focus on what we can do to prevent a tragedy like this from occurring again. Our lives and safety matter. Congress mandated seven years ago that all passenger and freight rails implement Positive Train Control (PTC) technology in every cab. Each of the rail roads, as well as Amtrak, were given until December of this year to achieve full implementation. Unfortunately, some in Congress did not feel that passenger and crew safety was important enough and cut the budget.

A system like this, if it had been installed, would have prevented this tragedy from occurring. In the past 10 years, the National Transportation Safety Board investigated 16 railroad accidents that could have been prevented or mitigated with PTC. If an incident like this had occurred to a freight train carrying oil or another similar hazardous substance, the effect on any nearby community would have been even more calamitous. The safety of our crews, the traveling public and the communities our trains pass through is too important to be compromised by corporate lobby-

ists looking to save on PTC requirements for their railroad clients.

I am asking every SMART Sheet Metal and Transportation Division member to join in on lobbying your Congressmen and Senators on ensuring that PTC becomes the priority. Right now, Congress is considering a proposal to extend the 2015 deadline of PTC for all railroads to 2022. Go to your union's website at

smart-union.org, visit the Action Center tab at the top navigation bar and send a message to your congresspersons demanding the full implementation of Positive Train Control without any further delay.

Every single one of us, no matter what we do,

Every single one of us, no matter what we do, deserves to come home safely to our families and loved ones. Each death and injury that could have been prevented is one too many.

deserves to come home safely to our families and loved ones. Each death and injury that could have been prevented by PTC is one too many. The common good, health, safety and well-being of all of us outweighs the private corporate interest looking to delay PTC. Now is the time for all of us to take a stand in support of this long-delayed lifesaving technology.

Whether it be on the rails, the roadway, in the shop or on a construction site, every SMART member deserves to know they will return safely home to their families.

Fraternally,

Joseph Sellers, Jr.

Bus Department

By Alvy Hughes, Alt. Vice President-Bus East
ahughes@smart-union.org

Working in a right-to-work state

Almost half of the United States are right to work states. 'Right to work' is a statute or law that prohibits union security agreements between labor unions and employers. These laws make it so an established union cannot require an employee's membership, payment of union dues or fees as a condition of employment either before or after hiring.

The Taft-Hartley Act created a law for this provision. It supercedes, but continues most of the provisions of the National Labor Relations Board. In addition, it provides for an 80-day injunction against strikes that endanger public health and safety, and bans closed shops, secondary boycotts, jurisdictional strikes and certain other union practices. Since 2000, four states have become 'Right-to-work' states.

These laws represent challenges for unions to promote the welfare of their members and workers in general. Some of our bus locals operate under these laws, which can make our work more difficult, but not impossible.

Organizing and representing our current and new membership is a common goal that we all can share in our locals. We should organize on a regular basis. As an officer, organizing can be an asset to the local's membership. Keeping organizing at the forefront of membership makes everyone a part of the team.

Representation is critical. Let's know our agreements and be prompt with answers to membership questions. As members, let's talk about the importance of your union, (what it provides, working conditions, safety and what it has done for you). Be involved by attending union meetings and union functions that the locals may have. Encourage your brothers and sisters to attend as well. And most importantly, ask questions.

Some locals have adopted new-employee orientations. This gives employees a first-hand opportunity to meet their local representatives and for them to interpret the current collective bargaining agreement (CBA). Additionally, it gives representatives an opportunity to explain how the union works in an employee's best interest.

Together, we are more powerful with greater membership engagement!



Hughes

SHEET METAL | AIR | RAIL | TRANSPORTATION

SMART

TRANSPORTATION DIVISION

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

Joseph Sellers Jr. SMART General President jsellers@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

FAA and industry will study pilot fitness



The FAA is working with the commercial aviation and medical communities to study the emotional and mental health of U.S. commercial pilots.

The joint FAA and industry group known as the Commercial Aviation Safety Team (CAST) recommended the study based on the recent Malaysia Flight 370 and Germanwings Flight 9525 accidents.

The Pilot Fitness Aviation Rulemaking Committee (ARC) will provide the FAA with recommendations within six months. The group will include U.S. and international government and industry aviation experts, including a working group of medical professionals who specialize in aerospace medicine.

U.S. pilots undergo robust medical screening, but recent accidents in other parts of the world prompted the FAA to take a new look at the important issue of pilot fitness.

The ARC will examine issues including the awareness and reporting of emotional and mental health issues, the methods used to evaluate pilot emotional and mental health and barriers to reporting such issues.

Based on the group's recommendations, the FAA may consider changes to medical methods, aircraft design, policies and procedures, pilot training and testing, training for Aerospace Medical Examiners, or potential actions that may be taken by professional, airline or union groups. The ARC's meetings will not be open to the public.

Federal Aviation Regulations outline the medical requirements for pilots. U.S. airline pilots undergo a medical exam with an FAA-approved physician every six or 12 months depending on the pilot's age.

PTC, two-person crews necessary after fatal Amtrak derailment

We are all aware of the recent incident that occurred on Amtrak Train 188 in Philadelphia. Three of our conductor Brothers and Sisters from Local 1370 in New York City and the engineer operating the locomotive have had their lives forever changed by a tragedy that could have been prevented. Our thoughts and prayers go out to Akida Henry, Thomas O'Brien, Emilio Fonseca and everyone who lost their lives or were injured in the May 12 derailment.

The accident is currently under investigation by the National Transportation Safety Board. Members of the SMART Transportation Division's National Safety Team were dispatched to the site of the catastrophic derailment to assist in the investigation. Significant progress has been made in understanding how and why the accident occurred and that investigation is continuing. It is our policy to not comment on the outcome of an ongoing investigation and we will leave that discussion for a later date.

We are, however, compelled to comment on a number of issues raised in the national discussion after the accident. The installation of Positive Train Control (PTC) and its value in accident prevention has been placed front and center in the dialogue. While our Organization strongly supports the installation of PTC as a safety enhancement, we must comment that PTC is a safety overlay to the other measures that are necessary for a safe rail operation. PTC can be a valuable tool in helping to ensure safe operation of a train according to what is supposed to happen, but it is of little or no value in addressing issues that aren't supposed to happen; i.e., pedestrian or vehicular intrusions into the right-of-way, broken or faulty rail or railhead, sudden incapacitation of the employee operating the train and other anomalies that will continue to occur with or without PTC. Some in the rail industry even



SMART Transportation Division President's Column

By John Previsich

claim that PTC will permit locomotives traveling at high speeds, routinely hauling hazardous materials, to be safely operated by a single crew member. This claim is fiction. One need only look at the Chatsworth incident, Metro North and the tragic 2013 train wreck in Lac-Mégantic, where a train leveled an entire town in Quebec, to see the risks associated with operating trains with single-person crews.

The ongoing dialogue includes discussion of inward-facing cameras in locomotive cabs. While inward-facing cameras may be of interest after an accident occurs, they will do nothing to prevent tragedies like the one we saw in Philadelphia. It is only natural to want to know every detail that occurs during an accident. However, locomotives already incorporate sophisticated event recorders that record the actions of train crews. The recorder measures speed, throttle, amperage, whistle and bell, application of the brakes, location, operation of head lights, ditch lights, etc.

The data collected are routinely used by the NTSB and FRA to pinpoint the cause of accidents, and have already provided important information about this terrible incident. Inward-facing cameras add little additional information to that already available and in fact may be counter-productive due to the intrusive and unnecessary distraction caused by their use.

Many who promote the increased use of video surveillance in locomotives have good intentions, but rail transportation safety will continue

to be impaired until Congress adopts a serious reform agenda that addresses crew staffing, work schedules and chronic fatigue. Focusing on implementation of technology that might make it easier to investigate accidents or monitor employee behavior merely diverts the conversation from meaningful safety reform. No one should believe that inward-facing cameras are the answer to the multiple safety challenges faced by

the industry. There is no technology that can ever safely replace a second crewmember in the cab. The uncontrolled external environment in which trains operate along with regulatory and operational demands of a safe transportation service demand a crew of at least two fully trained and qualified employees in the control cab of every train. All such employees must be given a predictable work schedule with adequate time away from work to properly mitigate the chronic fatigue inherent in the industry.

Allowing discussion of inward-facing cameras and PTC to divert policy makers from addressing other much more meaningful rail safety reforms would be a mistake. Employees know the real culprits that undermine rail safety include chronic fatigue, chaotic and unpredictable work schedules, trains being operated with a single crewmember in the locomotive cab – a situation that if not present would have prevented the Philadelphia accident – and delays in implementing life-saving measures such as predictable work schedules. No amount of PTC or surveillance cameras can make up for the lack of well-rested, properly-staffed operating crews.

It is time for Congress to get serious and advance legislation that will have a meaningful impact on the true safety issues in our industry. It is only through such action that we will reduce the occurrence of preventable rail accidents and save lives.

State Watch

News from SMART TD State Legislative Boards

Georgia

State Legislative Director and National Association of State Legislative Directors Secretary **Matt Campbell** reports that the National Association of State Legislative Directors (NASLD) has made a \$1,000 donation to retired North Carolina State Legislative Director and NASLD member **Richard "Dickie" Westbrook**.

"This money will help Brother Westbrook's family with medical expenses once his insurance lifetime maximum coverage is reached," Campbell said.

See more on Westbrook's story on page 8.

Kansas



Dragoo (left) is seated with Greg Husel of Canadian National.

State Legislative Director **Ty Dragoo** attended the Canadian Industrial Railway safety conference as a presenter for the FRA's Switching Operations Fatality Analysis (SOFA) working group.

"The importance of safety in today's industrial railways has never been greater. The increase of volume, the demands of increased productivity and ever-changing rules and regulations all lead up to factors that put our members at risk," Dragoo said. "Industrial hazards are the third largest SOFA category. It is imperative we form partnerships as a labor organization with management and regulators to ensure we have a seat at the table when discussing safety."

"Much of the conference was used as an oppor-

tunity to show management both of large and small rail operations what having employee involvement looks like and why giving workers a voice in safety is not only the best practice, it is a productive practice."

Nebraska

State Legislative Director **Bob Borgeson** reports that the Nebraska Legislature has sent Legislative Resolution 338, introduced by Sen. Al Davis (R – Dist. 43), to Acting FRA Administrator Sarah Feinberg and to each member of the Neb. Congressional delegation. The resolution urges the FRA to adopt a final rule on appropriate train crew size (two person crews) to ensure public safety.

"The volume of freight transported by rail is particularly heavy through Nebraska. Accordingly, the safety risks posed by such shipments could be reduced by requiring a train crew of at least two individuals whenever a train or light engine is used in connection with the movement of freight," the resolution says.

Ohio



Pictured from left: General Chairperson Dave Otten (NS Lines GCA 348), Sen. Sherrod Brown (D), Administrative Assistant to the President Jeff Brandow and Ohio State Legislative Director Stu Gardner.

Three members (pictured) from the Ohio State Legislative Board attended the America Works PAC retreat weekend with Ohio Senator Sherrod Brown (D) held May 1-2, 2015, at the Hyatt Regency in Cleveland.

"We were able to meet and discuss many of the current issues affecting our members in Ohio and nationwide with the Senator and his staff that were there," State Legislative Director **Stu Gardner** said. "H.R. 1763 – The Safe Freight Act, the current qualifying hours for FMLA for railroaders and the different thresholds that airline crew members have, were but a couple of the topics that were brought to Sen. Brown's attention."

Virginia



Johnson met with Sen. John Edwards (D – Dist. 21) at a fundraising event for Edwards at Roanoke, Va.

"It's important that SMART members contribute to campaigns for labor and railroad-friendly candidates such as Sen. John Edwards," State Legislative Director **Allen F. Johnson** said. "Sen. Edwards helped us on railroad trespassing and contract carrier issues (crew haulers such as PTI) relating to insurance and liability coverage and licensing."

2015 Regional Meeting Workshops and Information

If you've never been to a regional meeting before, now is your chance. The Smart Transportation Division Western Regional Meeting is going to be held at the Arizona Biltmore hotel in Phoenix, Ariz., June 28-July 1, 2015, and the Eastern Regional Meeting is going to be held at the Omni Providence hotel in Providence, R.I. July 13-15, 2015.

The regional meetings provide valuable educational opportunities to members and officers at all levels of the organization, as well as a fraternal experience that creates lasting friendships.

SMART Transportation Division will have over 40 training modules for our members to take advantage of at both meetings.

SMART TD members will be able to take

Meeting workshops preview for Phoenix, Providence

Railway Labor Act

This class is an in-depth study of the oldest labor law in America and the single most important law for the railroad union officer. The class covers: the formation of the Act; how agreements are consummated; why the Act frowns on strikes; the remedies the Act provides for an agreement violation; the remedies the Act provides for a discipline case; the difference and importance of major and minor disputes and arbitration forums and finality of the process.

No Rules Parts One/Two

The ultimate guide for investigation procedure. This class will cover all aspects of the investigation process, including: how to get the evidence prior to the hearing; getting the straight scoop from the charged member; getting any evidence you want before the arbitrator; how to handle the company witness; how to prepare the charged member for his/her testimony; how to make a closing statement; the basics of hearsay information; the basics of the burden of proof; how the arbitrator views a case; what the arbitrator will consider in a case, and how the arbitrator decides the case.

Nuts & Bolts for the Union Officer

This class is a conglomeration of the latest laws and regulations regarding everyday representation issues for the local chairperson. It is a must for one who aspires to become a successful union officer and includes the most current information about: the importance of the position of local

training in many areas including conductor certification, legislative representation, secretary/treasurer, local chairperson training, how to handle legal issues if you are fired, arbitration, risk reduction, railroad retirement, local officer training, organizing and the Railway Labor Act, among many others.

Federal agencies like the Federal Railroad Administration for rail members, and the FMC-SA for bus members will be conducting presentations to help our members get better training and also to be better informed on the latest safety guidelines, technology and legislation that affects our members in the rail, bus and airline trades.

Members will also have a chance to meet with vendors including the Railroad Retirement

chairperson; union officer immunity; the basics of the Railroad Retirement and Railroad Disability annuities; the monetary value of your fringe benefits; the lawful right to take pictures and video in the railroad work place; the basics of absenteeism in the railroad workplace; the basics of medical standards in the railroad workplace; the basics of taking prescription drugs in the railroad workplace; the laws regarding medical treatment and care for the injured member; the Hours of Service and drug testing, transportation, performing service beyond 12 hours, and working/not working with disabilities.

Whistleblower Protection for Rail Workers

This class covers the new game changing laws that protect rail workers from retaliation. The class covers: Retaliation protection for a member who gets hurt at work; the injured member's protected right to see a doctor; follow the doctor's treatment plan and to be off work without retaliation for treatment of the injury(ies); the member's right to participate in regulatory investigations and to report safety regulation violations without retribution; the right to refuse to perform an unsafe act, and the latest OSHA rulings interpreting the new law.

Bus Workshops

Various bus workshops will provide an officer introduction, problem-solving for investigation and grievances, steward training, the latest updates from the Federal Motor Carrier Safety Administration and Department of Transportation on protocol for commercial drivers licenses

Board, UTUIA, Alumni Association, PAC, Auxiliary of the UTU, American Products and many more.

Whether you are a new local officer or a veteran officer with many years of experience, the regional meetings will give you a great opportunity to hone your skills as an officer and network with other officers.

Being able to network with other officers from different parts of the country, and in some cases different crafts, gives attendees the ability to discuss the hot issues in the rail, bus and airline industries, and also be able to get some different perspectives from those people that they meet.

By going to the General Committee breakouts on Monday afternoon and the State Legislative

and sleep apnea medical programs.

Legislative Workshops

In order to be effective and support a proactive SMART agenda, members must be involved and know how to effectively communicate with legislative policy makers at the national, state and local levels. Leaders of the Transportation Division Legislative Department will help participants become familiar with issues affecting SMART legislatively, both now and in the future.

Federal Railroad Administration Rail Confidential Close Call Reporting System/ FRA Topics & Risk reduction

Sponsored by the Federal Railroad Administration and administered by Department of Transportation's Bureau of Transportation Statistics (for the purpose of compiling data), the project permits an employee to make a confidential report of safety concerns, and even violations of operating rules, while receiving immunity from sanction by the employer and FRA.

Secretary/Treasurer Training

Training for Transportation Division local secretary/treasurers on tools, methods, WINSTABS and reporting, presented by Transportation Division auditors and staff.



Sen. Jack Reed to speak at Providence

Senator Jack Reed is a champion for middle-class families, and a strong believer that all Americans should have the opportunity to build a better life.

Senator Reed works every day to help make the federal government more efficient, effective and responsive. He has a proven record of working on a bipartisan basis to help solve problems and achieve results.

Reed was born and raised in Cranston, R.I. His father, Joe, was a World War II veteran. His mother, Mary, was a homemaker who was unable to go to college herself, but made sure her children studied hard and had the opportunity to pursue a higher education. The Reed family benefited from the GI Bill – which helped countless veterans further their education and put a roof over their heads – and his parents instilled in him the importance of serving his country and giving back to his community.

He was nominated for an appointment to the United States Military Academy by U.S. Senator John O. Pastore. On July 3, 1967, Reed reported to West Point to begin cadet training. After graduating from the Military Academy in 1971 and receiving an active duty commission in the Army, Reed earned a master's degree in public policy from Harvard's John F. Kennedy School of Government. Reed also went on to earn a law degree from Harvard Law School.

He served in the 82nd Airborne Division as an Infantry Platoon Leader, a Company Commander and a Battalion Staff Officer. He eventually joined the faculty at West Point, teaching cadets about economics and international relations as an Associate Professor within the Department of Social Sciences. He served as a professor at the U.S. Military Academy until August of 1979 when he resigned from active duty.

Reed served three terms in the Rhode Island State Senate, where he focused on housing, children's welfare and mental health issues. The people of Rhode Island then elected him to serve three terms in the U.S. House of Representatives. In 1996, the people of Rhode Island elected Reed to succeed Claiborne Pell as Rhode Island's 46th United States Senator.

Today, Reed is a national leader on consumer protection, defense, education and economic issues. He has led efforts to promote responsible budgets, create jobs and strengthen our economy.

As Ranking Member of the Subcommittee on Transportation, Housing, and Urban Development, he works tirelessly to direct federal funding to create jobs, strengthen infrastructure and support economic and community development initiatives.

He has supported clean water projects to ensure both a healthy economy and a healthy environment. And he authored a trio of laws to improve children's health care and ensure our youngest patients get the help they need when they need it: the Conquer Childhood Cancer Act, a law that expands research programs aimed at improving childhood cancer treatments with the goal of ultimately finding a cure for childhood cancer; the Trauma Care Systems Planning and Development Act to establish critical care networks nationwide so that more paramedics and first responders can get trauma care patients to the right doctor at the right time; and the Better Pharmaceuticals and Devices for Children Act (BPDCA) to help ensure drugs and medical devices are specifically tested, labeled and proven to be safe and effective for children.

Reed also serves as Ranking Member of the Armed Services Committee, where he has played a pivotal role in safeguarding our nation. In 2002, he voted against giving President George W. Bush the authority to go to war in Iraq because it was an ill-planned diversion from the war on terrorism. But he has always worked across the aisle to support our troops, and was instrumental in convincing Defense Secretary Robert Gates to continue serving in the Obama Administration and implement the plan to withdraw forces from Iraq.

Rhode Island's defense industry is critical to national security and our state's economy, and Senator Reed has been a leader at the federal-level in growing Rhode Island's defense sector and bringing resources to the state. Thanks to his efforts on the Armed Services and Appropriations Committees, coupled with Rhode Island's talented defense workers, the U.S. Navy plans to begin building the next generation of submarines in the state, creating thousands of new, good-paying jobs in Rhode Island in the coming years.

As a senior member of the Banking, Housing, and Urban Affairs Committee, Reed authored several key pieces of the historic Wall Street reform bill and has been nationally recognized for his dedication to protecting U.S. consumers. When taxpayers were forced to invest in banks to save the economy from total collapse, Reed wrote the law ensuring that taxpayers would share in the rewards when the banks recovered. As a direct result of Reed's provision, taxpayers have earned more than \$9.4 billion in additional dividends – money that would have otherwise been kept by the rescued banks.

He also helped create the powerful new Consumer Financial Protection Bureau (CFPB) to give American families the tools to fight unfair and abusive financial products and services, as well as a new Office of Financial Research (OFR) that will help provide early warnings to regulators about future financial problems.

Recently, he authored laws to create a new affordable rental housing trust fund, improve consumer disclosures on mortgages and address the needs of middle-class families who are struggling with the fallout from the housing crisis.

Senator Reed has been a leading voice on college affordability and student loan debt issues. He helped write laws preventing interest rate increases on new loans to millions of college students, and fought efforts to increase student borrowing costs. He recently proposed a Student Loan Borrowers Bill of Rights and has offered legislation to reform disclosure and servicing standards for both federal and private student loans.

And to help get our country back to full employment, he wrote a work-sharing law that provides an estimated \$500 million for business-state partnerships to help prevent layoffs. Nationwide, Reed's law has helped save more than 92,000 jobs since 2012.

Today, Reed continues to utilize the lessons he learned growing up in Cranston, which were deepened in the Army and tested in the halls of Congress, to stand up and speak out for the hard-working families who are the heart and soul of our country.

Reed is scheduled to address meeting attendees at the luncheon on Monday, July 13 at 12:30 p.m. at the Omni Providence hotel.



Reed



Kirkpatrick

Rep. Ann Kirkpatrick to address Phoenix regional meeting attendees

Arizona born and raised, Ann Kirkpatrick resides in Flagstaff, and her earliest roots are found in Eastern Arizona on the White Mountain Apache Nation. Kirkpatrick worked her way through the University of Arizona, earning a bachelor's degree and then a law degree.

In 1980, she became Coconino County's first female deputy county attorney. She later served as Sedona's city attorney. In November 2004, Kirkpatrick was elected to the Arizona House of Representatives to represent Legislative District 2. At the state Capitol, she championed fiscal responsibility and quality education.

In 2008, Kirkpatrick was elected to the U.S. Congress. During her 2009-10 term in the U.S. House of Representatives, Kirkpatrick's results stood out in Congress, seeing more of her bills and amendments signed into law than almost any other freshman representative. Kirkpatrick's hard work created jobs, helped small businesses, hired more border patrol agents and protected veterans and seniors in Greater Arizona. In her second term, Kirkpatrick served on the House Committee on Veterans' Affairs and the House Committee on Transportation and Infrastructure. She passed several bipartisan bills during the 113th Congress, including major legislation that will bring thousands of mining jobs to Superior, Ariz., and she played a key role in the push to reform the broken VA system.

In November 2014, the voters of Arizona's Congressional District 1 elected her to a third term. In the 114th Congress, she currently serves on the House Committee on Agriculture and the House Committee on Transportation and Infrastructure. She has a 100 percent voting record on SMART TD issues and has been unparalleled with regards to the help she has provided to our members.

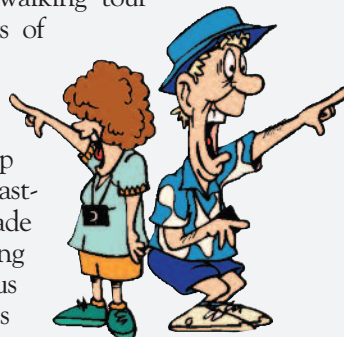
Tours set for Providence, R.I. regional meeting

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

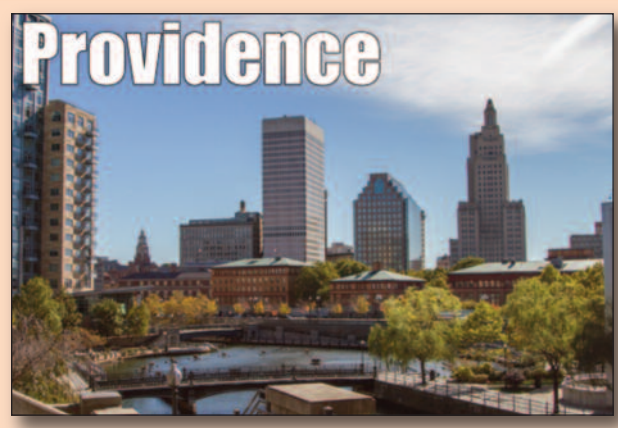
The Sunday tour (July 12) is the Taste of Rhode Island and Independence Trail tour. This is a progressive tour of some of Providence's favorite lunch spots. On this culinary adventure you will enjoy fantastic and unique local cuisine. Upon your successful completion of this tour, you will be unofficially sworn in as a true Rhode Islander! It will be followed by a three-mile walking tour covering hundreds of years of history.

The Monday tour (July 13) is a visit to Newport and the islands. On this trip you will receive a tour and tasting at a farm with homemade ice cream, a narrated driving tour of Newport's famous sights with stops for pictures along the way, and a visit to the third oldest lighthouse in America on the grounds of one of Rhode Island's most scenic state parks. In the middle of the day, you will be given two hours of free time during which you can stroll on the Cliff Walk, or tour one of Newport's breathtaking mansions, or take a lovely cruise on Narragansett Bay, or enjoy shopping and exploring along Newport's acclaimed Brick Market Place. You will thoroughly enjoy this day in one of Rhode Island's most special places.

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



Meeting workshops at a glance



Designated Legal Counsel workshops

- Designated Legal Counsel presentation
- DLC FELA breakout
- DLC Whistleblowers & FRSA breakout
- DLC working with FELA attorneys

Legislative workshops

- Legislative Representatives workshop
- Legislative action in a conservative environment

Secretary & Treasurers workshops

- Do's and don'ts
- Paying and reporting taxes
- Working the billing
- WINSTABS workshop
- One-on-one with auditors

Bus

- General bus workshop
- Bus grievance and arbitration

Government

- FRA close call and risk reduction
- Railroad Retirement Board
- FRA hours of service & conductor certification
- FMCSA - safety & national registry - bus

Railway Labor Act

Auxiliary

- Auxiliary informational sessions
- Poolside social

Miscellaneous

- Local Chairpersons
- Local officer training
- SMART training opportunities
- General Committee breakouts
- No Rules, parts I & II
- TD State Directors & Sheet Metal Business Agents best practices
- Live arbitration
- State Legislative Board breakouts
- Nuts and bolts
- Organizing

UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Moving? Keep Palmetto GBA in the loop

If you have moved, or are in the process of moving, it's important to update your address with Medicare and the Railroad Retirement Board (RRB). Having an old address on file will keep you from receiving payments, as well as claims information from your Medicare Summary Notices (MSNs). Your MSNs or payments cannot be forwarded through the U.S. Postal Service, even if you have a forwarding notice on file with them.

Unfortunately, the following actions would be taken if your address isn't up-to-date:

- If an MSN is returned to Palmetto GBA by the postal service as undeliverable, and they do not have a better address from the postal service, they are required to mark your Railroad Medicare record "undeliverable." At that point, they will not mail any MSNs or send any payments that are due directly to you until your address is updated.
- If Palmetto has a better address from the postal service, they are still required to mark your record "undeliverable." They will then send you a letter to the better address advising they received undeliverable mail for you. If that occurs, you will need to contact their customer service department to make the necessary update.
- They will not mail any MSNs or send any payments that are due directly to you until your address is updated.

You can avoid any delays by contacting them directly, either in writing or by telephone.

To contact them in writing, your letter must include the following information:

- Your name,
- Medicare number,
- Date of birth
- Telephone number (including area code),
- New address,
- Your signature and the date you signed your letter.

In addition, Palmetto has created an easy-to-use interactive form on their website at www.PalmettoGBA.com/RR/Me to assist you. The form, called "Beneficiary Address Change Form," can be found by accessing the 'Resources' section on the left-hand side of their webpage, and then selecting 'Forms.' Please keep in mind that if someone else is completing this form, they must include a copy of legal or court papers showing they can act on your behalf.

Just mail the form to Palmetto GBA at this address:

Palmetto GBA – Railroad Medicare
P.O. Box 10066 Augusta, GA 30999-0011
You can also fax the form to them at (803) 264-9844.

To contact Palmetto by phone, you can call their toll-free Beneficiary Customer Service Center at 800-833-4455, Monday through Friday, 8:30 a.m. until 7 p.m. ET. For the hearing impaired, call TTY/TDD at 877-566-3572.

When you update your address with Railroad Medicare, Palmetto will also update the address with the Railroad Retirement Board for you.



PALMETTO GBA®
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Mother of former NLD James Stem passed away April 27



Stem

Josephine Mae Catlette Stem, 106, the mother of retired former National Legislative Director **James Stem**, died April 27.

Stem said his mother was at peace and not in pain at the time of her death.

Mrs. Stem was born Oct. 18, 1908, in the Brassfield Parish of Granville County, North Carolina. After graduating from Wilton High School, she earned her teaching degree from East Carolina Teachers' College.

Following the Great Depression, she taught third grade students for eight years at Wilton School. She married James Stem Sr. in 1944.

She was a charter member of Temple Baptist Church in Raleigh, N.C., and a teacher in the four-year-olds Sunday School program there for 40 years. In the 1960s, she taught kindergarten at Temple Baptist Church Day School.

She joined the First Baptist Church in Raleigh in 1994, where she was an active participant in the Livingston Johnson Bible Class.

After moving to Winston-Salem in 2001, Mrs. Stem was warmly embraced by the members of West Side Baptist Church and First Baptist Church.

Throughout her life she was devoted to her family and friends. She enjoyed watching Atlanta Braves baseball games and University of North Carolina Tar Heels basketball games.

She was an active member of the UTU Auxiliary until entering a retirement home in 2001.

She was preceded in death by her husband, James Stem Sr.; her brothers, James L. Catlette and Garland L. Catlette and his wife, Carol; her sister, Mary Kathleen Catlette Nethery and her husband Marion; her granddaughter, Dr. Michelle Stem Cook; and her nephew and niece, James L. Catlette Jr. and Elaine Catlette Key.

Surviving her are her two children, Mary Nell Stem Harris and her husband Arnett, and James A. Stem Jr. and his wife Bonnie, four grandchildren, eight great-grandchildren, and many other beloved family members and friends.

Memorials may be made to First Baptist Church, 99 N. Salisbury St., Raleigh, NC 27603, to First Baptist Church Television Ministry, 501 W. Fifth St., Winston-Salem, N.C. 27101, to Hospice Care Center, 101 Hospice Ln., Winston-Salem, NC 27103, or to a favorite charity of one's choice.

Retired State Legislative Director Dickie Westbrook needs our help

Former North Carolina State Director Richard "Dickie" Westbrook has fallen on hard times and needs our help. Westbrook was diagnosed with Glioblastoma, a very aggressive form of brain cancer, last May 2014. Westbrook is being treated at Duke Cancer Center.



Westbrook

Westbrook's wife, Janie, reports that their health insurance company contacted her to let her know that Richard is close to reaching his lifetime limit on his medical insurance. He has \$61,000 left before the insurance company will cut off payments. Westbrook will be 65 in October of this year and will then qualify for Medicare.

A gofundme account has been established by Westbrook's cousin, Ande Westcott King, to help the Westbrook's bridge the gap between

now and October.

King said, "He will easily max out his remaining insurance in no time."

According to King, Janie has reached out to the insurance company, SHIP (state health insurance assistance programs), Duke and other agencies. Thus far, she has been unable to find any way to extend his insurance coverage.

"Please look into your heart and help Dickie and Janie to ease the burden and the stress they are bearing right now. Dealing with the cancer is challenging enough without having to worry about all the financial impacts," King said. "Help them get to October. Give what you can. Every little bit will help."

Those interested in donating can go to www.gofundme.com/u4hqw9s to make an online donation or checks can be mailed directly to the Westbrooks at 204 Forest Manor Drive, Garner, North Carolina 27529.

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
198	Gilbert, Gerald E.	Peoria, Ill.	631	Simmons, Herbert G.	Elkins, W.Va.	1386	Winegardner, Carl T.	Heath, Ohio
200	Bush, Warren H.	North Platte, Neb.	656	Dixon, William E.	Arkadelphia, Ark.	1545	Griffin, Steve G.	Jacksonville, Ark.
202	Kelker, John T.	Denver, Colo.	730	Wade, Clarence A.	Three Forks, Mont.	1548	Robbins, William F.	Indianapolis, Ind.
259	Foster, Henry R.	St. Joseph, Mo.	756	Raley Jr., Hardy L.	San Antonio, Texas	1614	Acciari, Perry J.	St. Paul, Minn.
318	Snyder, George R.	Northumberland, Pa.	860	Scott, Alan L.	Gallipolis, Ohio	1614	Krey, Gerald G.	Grantsburg, Wis.
339	Cupples, James H.	Jackson, Tenn.	904	Fitch, Walter W.	Madisonville, Ky.	1760	Loeffler, Douglas H.	Taylor, Mich.
378	Clymer, Dale L.	Independence, Ohio	950	Olive, Murray N.	Guys, Tenn.	1790	Pope, Hoyt D.	Ocilla, Ga.
446	Smith, Montie A.	Hermitage, Mo.	991	Spaite Jr., Wilbur J.	Columbiana, Ohio	1962	Efthimion, Gus B.	Garden City, Mich.
498	Cadden Jr., John R.	Macungie, Pa.	1007	Saeger, Chester L.	Concord, N.H.	1962	Farmakes, William J.	Superior, Wis.
605	Mallonee, Francis V.	Barrackville, W.Va.	1043	Winkel, Russell I.	Carson City, Nev.	1962	Hudler, Robert D.	Powell, Ohio
610	Hughes III, Robert B.	Mechanicsville, Va.	1075	Hedges, Jon A.	Toledo, Ohio	1962	Lloyd, Charles J.	Millbury, Ohio
622	Davis Jr., Rexford F.	Birmingham, Ala.	1370	Spiwak, Alfred H.	Brick, N.J.			
626	Henton, Garnet E.	McCook, Neb.	1379	Piskurich, Richard J.	Mount Pleasant, S.C.			

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

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

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

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

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

The UTUIA offers two levels of benefits; you choose the level of protection you and your family desire.

- Benefits are paid directly to you.
- Benefits are paid at full value, regardless of any other insurance.
- Benefits will never be reduced.
- Your premium does not increase with age.
- You will never be singled out for a rate increase.
- Guaranteed renewable to age 80.
- No physical required.

Certain conditions and exemptions may apply.

**Call or email today:
(800) 558-8842 or
sales@utuia.org**



Information, please

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

Please print



Full name

Date of birth

Local number

Address

City

State

ZIP

Telephone number with area code

Sex Male ☐ Female ☐

Complete and mail to: UTUIA, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333 05/15

Local Chairperson Patrick Folsom snaggs gators and more

In the swamplands of southern Georgia, near the town of Quitman, a descendant of the dinosaurs still roams the earth in search of its next meal. With a voraciously carnivorous appetite, this reptile has been able to survive the last two hundred million years by stealth and cunning. Its name is *Alligator mississippiensis*, the American alligator.

Many southern Georgians know the prudence of keeping a safe distance from these creatures. They want nothing to do with this modern-day T-Rex. Not so for SMART TD Local Chairperson and NS engineer **Patrick Folsom** (L 1263) of Quitman, Ga. He never passes up the chance to snag a gator.

Gator snagging is a sport that is not for the feint-of-heart, but Brother Folsom is fearless. He is an avid alligator snagger and he has been doing it most of his life. The self-described, “country boy from south Georgia” owns a 500-acre property that has been in his family for over four generations. On this property he rears about 100 head of cattle, which are descendants from the same herd that his grandfather purchased back in the 1940s.

On Folsom’s property there is a 40-acre lake adjacent to a 200-acre swamp. In this swamp there are many hungry gators that are aware of his cattle. Occasionally, a naive calf will stray a bit too close



Pictured from left: Folsom; his sons Lawton and Luke snag a nine-foot alligator.

to the water’s edge in search of a drink, unaware that it is about to become the next meal of a 10-foot-long-gator. Suddenly, it finds itself clamped in the gator’s jaws and drowning under water. It is all over very quickly though.

According to Folsom, “The alligator doesn’t eat his prey immediately. Instead, the gator drags it to an underwater cache and lets it ferment for a couple days. It likes the meat to decay and stink before eating it. When it’s hungry later, it returns to its stash and chows down.

“My grandfather was an expert alligator snagger and I learned everything I know from him. He told me many times that, during the great depression, he was able to supplement his income and diet by catching gators, eating them and selling the leftover hides to leather craftsmen. Nothing went to waste. But the key to catching them is knowing how to successfully lure them to you by mimicking the cry of a baby alligator in distress. If done right, it works every time and my grandpa passed this talent to me.”

After obtaining all of the proper permits, Brother Folsom is ready to haul in his next live alligator. He explains, “What I do is go out on a

dark, calm night in my 12-foot johnny boat. I bring plenty of rope, duct tape and my three-pronged snatch hooks. When the boat is nice and still and everything is quiet, I make my baby alligator distress call that my grand daddy taught me.

Within a few minutes the gators appear but they stay back about 20 feet just watching me. I make that sound again and they creep a little closer. When I think they are close enough I toss out my snatch hook that is connected to my rope.

If I am lucky, I am able to hook onto the gator. Immediately, the gator pulls as hard as he can and I just hold on. After about 45 minutes or so of the gator pulling my boat around, he tires himself out. Then I am able to lasso a noose around his body and around his snout and pull it tight so his mouth stays shut. Then I bind his mouth closed with duct tape. My buddies and I pull him up onto shore and we suddenly have ourselves a live alligator.”

“Not for the feint-of-heart,” indeed. General Chairperson **Mark H. Cook** (GCA 898 Norfolk Southern) asserts, “When my local chairpersons are not wrestling with the carriers, they wrestle gators.” The SMART TD chairpersons are highly competent and fearless. So, if an inexperienced member strays too close to the carrier’s attention, unaware that he/she is about to become the next meal, fear not. Folsom and Cook will competently and expertly snag that gator in short order, despite its voraciously and carnivorous appetite and despite its stealth and cunning.

Sellers, McClees sworn in as General President, General S&T

Continued from page 1

After his time as a production worker in the sign industry, McClees became a building trade apprentice in 1970. He then became a journeyman four years later. In 1979, he became an instructor for the local JATC, where he taught evening classes for 20 years.

In 1994 he was elected to serve as a business representative for Local 206. In addition to his duties as business representative, McClees was appointed to serve as training coordinator in 1996. He served in both roles until 2000 when the members of Local 206 elected him as the Local 206 business manager/financial secretary-treasurer. During his time as business manager, he served as president of the San Diego County Building and Construction Trades Council, executive board member of both the Western States Council of Sheet Metal Workers and the San Diego AFL-CIO and trustee on health and pension trust funds.

McClees came to the International in 2004 when he was selected to serve in the position of chief international representative. In 2006, he was appointed to serve as assistant to the general president/chief of staff where he oversaw a large segment of the day-to-day operations of the International. In addition, McClees currently serves as chairman of the Local Unions and Councils Pension Plan, a trustee of the National Pension Fund, administrator of the Sheet Metal Workers Scholarship Fund as well as a trustee and member of numerous other national funds and committees.

Rep. Norcross introduces bill to improve rail safety

Continued from page 1

report also gave us a roadmap for how to improve the safety of shipping hazardous materials by rail—and this bill turns those recommendations into action,” said Sen. Menendez, who introduced the companion bill in the Senate. “No legislation can change the events of that day, or fully bring back peace of mind to the residents of Paulsboro, but I hope this legislation can be one step towards

Retired former UTU GS&T Dan Johnson dies

Retired former United Transportation Union (UTU) General Secretary & Treasurer Daniel E. Johnson III, 67, died May 21, 2015.



Johnson

Johnson, who retired in August 2007 and was living in Lincoln, Calif., had been battling a number of health issues. Johnson was elected as the UTU’s General Secretary & Treasurer by the UTU Board of Directors in February 2001. He was subsequently re-elected to that position by acclamation at the UTU’s 2003 Quadrennial Convention, and continued to serve in that post until he retired August 2007.

Johnson began his career in 1966 as a brakeman on the Southern Pacific, and was promoted to conductor in 1970. He joined Brotherhood of Railroad Trainmen Lodge 460 (now Smart Transportation Division Local 807, in Tucson, Ariz.) in June 1966, and served as vice local chairperson from 1969 to 1972, local chairperson from 1973 to 1980, legislative representative from 1971 to 1980, delegate from 1975 to 1979, and chairperson of the Arizona State Legislative Board from 1975 to 1983.

He also served as vice general chairperson from 1981 to 1990, and then general chairperson of general committee of adjustment GO 887, for Southern Pacific Lines (Western) from 1990 to 1997.

Johnson was elected UTU alternate vice pres-

ident-west in 1995, and became UTU vice president in 1997. He was re-elected to that post at the 1999 convention.

In addition, Johnson chaired the Southwest General Chairperson’s Association from 1991 to 1996, the Western General Chairperson’s Association from 1996 to 1997, and was a member of the UTU/BLE Merger Committee in 1993. A member of UTU’s National Negotiating Committee in 1995 and 1996, he was also a member of the National Wages & Rules Panel from 1997 until his retirement.

Johnson was a founding trustee of the National Railroad Retirement Investment Trust, serving from its inception February 1, 2002, until January 31, 2004.

He was proud of a white paper he authored entitled, “We Must Stop the ‘Race to the Bottom,’” which argued for unification of all operating historical railroad crafts as a means of standing forcefully against the carriers in the 21st Century.

A member of the University of Arizona Alumni Association, he received a B.A. in 1969 and attended graduate school there in 1969 and 1970.

Members wishing to make a memorial contribution in Johnson’s name can make checks payable to ‘Fisher Center for Alzheimer’s Research’ and mail checks to: Fisher Center for Alzheimer’s Research Foundation, 110 East 42 St., 16th Floor, New York, NY 10017. Donations can also be made online at www.alzinfo.org. A celebration of life will be held in July or August.

righting the wrongs that occurred and to forcing the railroads that operate in our communities to put public safety at the forefront.”

The TRACK Act will:

- Create strong penalties for railroads that violate safety standards, to ensure that safety lapses aren’t viewed as an acceptable cost of doing business;
- Require up-to-date, accurate and standardized hazardous materials information to better support first responders and emergency manage-

ment officials;

- Establish new safety procedures and qualifications to improve moveable bridge crossing safety;
- Improve risk assessment and decision-making tools for railroads to ensure that safety is always the top priority; and
- Enhance public education along rail routes that carry hazardous materials to ensure communities are prepared to respond in the event of an emergency.

SMART Transportation Division 2015 budget

Pursuant to Article 21B, Section 16, of the SMART Constitution, below is the 2015 budget for the SMART Transportation Division.

International funds	Dec. 31, 2014 Unaudited (valued in U.S. dollars)	Dec. 31, 2014 Audited Adjustments	Jan. 1, 2015 REVISED	Receipts and other additions	Disbursements and other deductions	Dec. 31, 2015 (projected)
General Fund	\$7,397,588	\$(3,022,611)	\$3,242,620	\$37,251,622	\$(37,603,834)	\$2,890,408
Education and Training Fund	2,480,683	17,762	2,498,445	960,435	(1,161,053)	2,297,827
Maintenance of Membership Fund	(722,368)	(36,504)	-	1,545,189	(1,545,189)	-
Public Relations Fund	(358,355)	(15,130)	-	664,868	(664,868)	-
Strike Fund	5,114,876	40	5,114,916	532,202	-	5,647,118
Convention Fund	686,462	(1,220,964)	(534,502)	1,420,874	-	886,372
Total International funds	\$14,598,886	\$(4,277,407)	\$10,321,479	\$42,375,190	\$(40,974,944)	\$11,721,725

United Transportation Union Insurance Association

December 31, 2014; (Amounts as reported in annual statement filing to Ohio Department of Insurance) (unaudited)

Ohio revised code provides that, not later than the first day of June of each year, UTUIA shall either mail to each benefit member, or publish in its official publication, a synopsis of its annual statement. That information is shown below.

Assets		Liabilities & surplus		Summary of operations	
Cash	\$3,987,821	Policy reserves	\$174,674,742	Income	
Bonds	196,151,602	Other liabilities	10,476,737	Premium income	\$15,749,299
Stocks	17,401,965			Investment income & other	10,779,080
Other invested assets	-	Total liabilities	\$185,151,479	Total income	\$26,528,379
Real estate	1,603,392	Surplus	42,443,460	Expenses	
Policy loans	6,066,977			Benefits	\$(15,629,213)
Accrued interest & other assets	2,383,182	Total liabilities & surplus	\$227,594,939	General expenses	(8,086,420)
Total assets	\$227,594,939			Total expenses	\$(23,715,633)
				Operating gain (loss)	\$2,812,746
				Realized capital gain	2,239,628
				Net gain (loss)	\$5,052,374

UTUIA announces 2015-2016 scholarship winners

DISTRICT 1:

Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont

Louis C. Bethge, grandson of **Charles R. Bethge** of Local 1, Buffalo, N.Y.; Jacob F. Dellamura, grandson of **Ernest Presseau Jr.** of Local 1978, New York, N.Y.; Olivia G. Schultz-Falandes, daughter of **James C. Falandes** of Local 58, Greenfield, Mass.; Christina A. Torres, daughter of **Pedro C. Torres Jr.** of Local 1440, Staten Island, N.Y.; Amelia A. Weber, daughter of **William E. Weber** of Local 1, Buffalo, N.Y.

DISTRICT 2:

Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania

Margaret H. Esposito, daughter of **Thomas M. Esposito** of Local 1413, Jersey City, N.J.; Danielle Largmann, daughter of **Troy W. Largmann** of Local 60, Newark, N.J.; Julia C. Duncan, granddaughter of **Earl M. Duncan** of Local 1373, Philadelphia, Pa.; Andrew C. Hohenstein, son of **Charles Hohenstein** of Local 60, Newark, N.J.

DISTRICT 3:

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia

Rachel C. Boyd, daughter of **Calvin T. Boyd Jr.** of Local 783, Spencer, N.C.; Abigail B. Harwell, granddaughter of **Charles H. Branton** of Local 1033, Atlanta, Ga.; Thomas P. Gholson, son of **Tommy P. Gholson** of Local 573, Danville, Ky.; Trent M. Ware, grandson of **John H. Ware** of Local 1245, Atlanta, Ga.; Triston Hilburn, grandson of **Malcomb D. Peevy** of Local 762, Montgomery, Ala.; Kelsi M. Johnston, granddaughter of **Ollie I. Caines** of Local 1105, Wilmington, N.C.; Savannah G. Ser-

gent, granddaughter of **Ronnie K. Oplinger** of Local 1315, Covington, Ky.; Kaydee Bratcher, granddaughter of **Joel O. Scoggins** of Local 970, Abbeville, S.C.

DISTRICT 4:

Indiana, Michigan, Ohio

Benjamin M. Chambers, step-son of **Gregory F. Hale** of Local 194, Elkhart, Ind.; Madison D. Shake, granddaughter of **Clyde C. Shake** of Local 1518, Indianapolis, Ind.; Seth A. Boda, grandson of **Joseph A. Boda** of Local 1928, Toledo, Ohio; Elizabeth C. Spence, granddaughter of **Dennis J. Schuler** of Local 284, Cleveland, Ohio; Hailey M. Gibson, daughter of **Jerry L. Gibson** of Local 313, Grand Rapids, Mich.

DISTRICT 5:

Illinois, Wisconsin

Lydia Hoover, granddaughter of **Roy J. Carlin** of Local 1929, East St. Louis, Ill.; Traci D. Bradley, daughter of **Matthew L. Bradley** of Local 445, Niota, Ill.; Meagan K. Murk, granddaughter of **Harry D. Fletcher** of Local 196, Beardstown, Ill.; Miranda D. Gorsuch, granddaughter of **Robert E. Blume** of Local 196, Beardstown, Ill.

DISTRICT 6:

Arkansas, Louisiana, Oklahoma, Texas

John-Talon B. Hendrix, step-son of **Steven J. Soffes** of Local 1957, Silsbee, Texas; Mallory L. Dunn, daughter of **John A. Dunn** of Local 756, San Antonio, Texas; Eduardo N. Cardenas, son of **Carlos E. Cardenas** of Local 489, San Antonio, Texas; Joseph D. Solito III, son of **Joseph D. Solito Jr.** of Local 1066, New Orleans, La.; Rylan S. Sharbono, grandson of **Phillip D. Collins** of Local 1545, Monroe, La.; Charles S. Nokes, grandson of **Charles D. Gassaway** of Local 656, North Little Rock, Ark.

DISTRICT 7:

Iowa, Kansas, Minnesota, Missouri, Nebraska,

North Dakota, South Dakota

Alison M. Bryant, daughter of **Robert M. Huber** of Local 1216, Kansas City, Mo.; Jennifer L. Hamilton, daughter of **James W. Hamilton** of Local 1059, Minot, N.D.; Harper L. Anderson, daughter of **Scott S. Anderson** of Local 305, Lincoln, Neb.; Shelby J. Hays, granddaughter of **Joe W. Griffis** of Local 257, Morrill, Neb.; Jacob A. Berry, grandson of **David E. Duvall** of Local 303, Springfield, Mo.; Caitlin R. Boe, daughter of **Kyle J. Boe** of Local 257, Morrill, Neb.; Bailey M. Gabbert, daughter of **Stephen C. Gabbert** of Local 1403, Kansas City, Mo.

DISTRICT 8:

Arizona, California, Colorado, Nevada, New Mexico, Utah

Zhane T. Jones, step-daughter of **Michael T. Ellis** of Local 1694, Barstow, Calif.; Thomas J. Skinner, grandson of **Thomas L. Skinner** of Local 945, La Junta, Colo.; Braxton J. Dickson, grandson of **Rick A. Wall** of Local 238, Ogden, Utah; Liam R. White, son of **Aaron M. White** of Local 1846, West Colton, Calif.; Jaclyn R. Kennedy, daughter of **Thomas J. Kennedy** of Local 945, La Junta, Colo.; Clay B. Kent, grandson of **Arthur S. Kent** of Local 500, Grand Junction, Colo.; Jennifer L. Brown, daughter of **Darrell W. Brown** of Local 113, Winslow, Ariz.; Taryn L. Likes, granddaughter of **William R. Likes** of Local 1252, Fresno, Calif.

DISTRICT 9:

Alaska, Idaho, Montana, Oregon, Washington, Wyoming

Sydney A. Heuvelman, granddaughter of **Charles F. Bice** of Local 446, Cheyenne, Wyo.; Katherine N. Webb, daughter of **Matthew T. Webb** of Local 324, Seattle, Wash.

SMART attends Norfolk Southern Safety Expo



SMART SMD General Chairperson Joe Fraley (right) stands with SMART SMD Local 267 member Tom Green at the NS Safety Expo Mar. 17.

On March 17, 2015 SMART Sheet Metal General Chairperson Joe Fraley attended the Norfolk Southern Safety Expo in Atlanta, Ga. The expo coincided with the Mechanical Department's bi-annual meeting. Assisting with the Expo, was Local 267 (Chattanooga) member Thomas Green. Green has taken an active role in safety with Norfolk Southern and assisted in setting up and working the booths at the expo.

"Being actively involved in safety is not only important to me, but also to our local and our organization," Thomas said. "The unions are built on ensuring a safe work environment for its members and I am proud to be part of that team."

Employees are invited to take part in the Expo, which is an annual event that promotes safety and recognizes employees and facilities for their safety initiatives.

University of Tennessee shuttle operators seal deal

The campus shuttle operators for the University of Tennessee's transportation service unanimously ratified their first agreement with their employer after choosing SMART representation last year, Alternate Vice President – Bus Alvy Hughes reports.

The members of newly formed Local 1703 at Knoxville, Tenn., are employed by First Transit, Inc., based in Cincinnati, Ohio.

The three-year agreement is retroactive to June 1, 2014. It consists of improved work rules, a 401k retirement savings plan, additional vacation allowances based on seniority, increased company contributions to the employees' com-



prehensive group health insurance coverage, a personal day, sick time off, and an increasing scale of wages through the term of agreement, Hughes said. It also establishes a labor-management committee providing a forum for discussion on work-related issues that may arise.

"I thank General Chairperson **Heath Harper** and Vice General Chairperson **Dallas Jones** for their hard work, leadership and their commitment to the bargaining process to get this agreement accomplished," Hughes said.

The operators transport students, faculty and staff throughout the 550-acre campus located in Knoxville, Tenn., and provides rides to more than 814,000 passengers per year.

Bus Representative visits SMART offices



Bus Representative for the New Jersey State Legislative Board, Kaleem Muhammad (left), stopped by the SMART International offices in Washington D.C. while on a trip to the area. Muhammad met with international staff and discussed organizing and legislative initiatives in N.J. In the above photo, Muhammad is standing with SMART Assistant to the General President Joe Powell (right).

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.

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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.

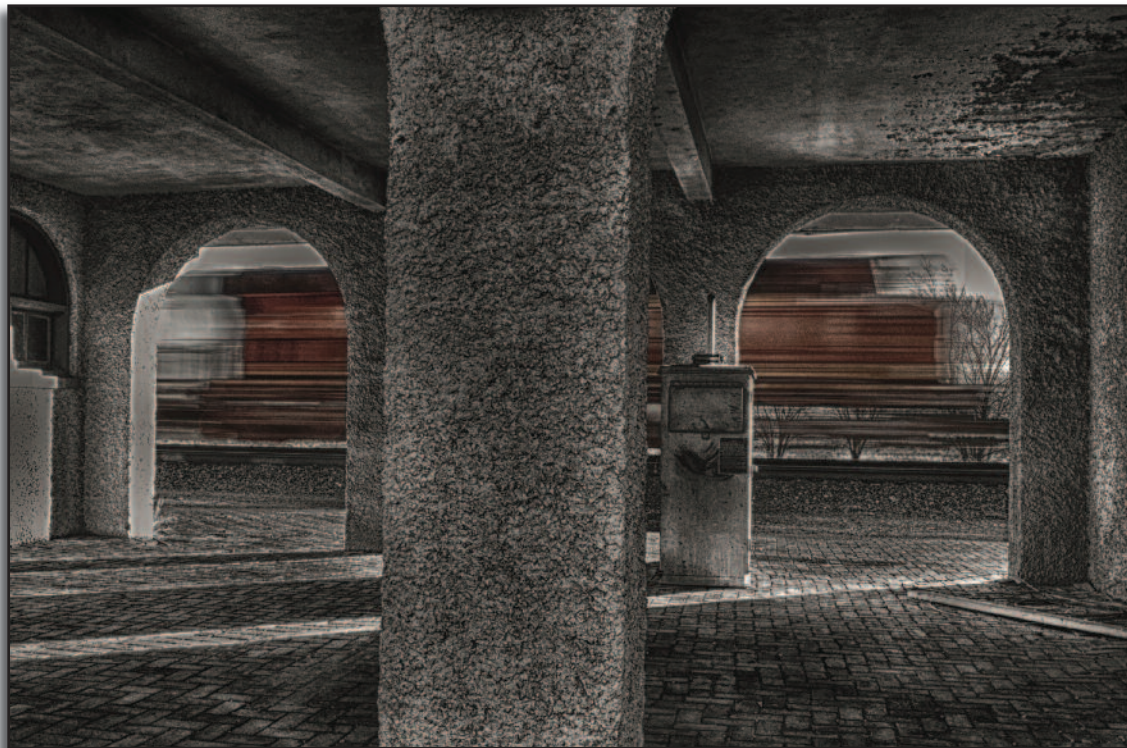
Printed photographs should be mailed to SMART-TD, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

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 BNSF Southwest Division Conductor and Member of Local 1168 out of Clovis, N.M., **William Ward**. "I took this photograph on the Clovis Subdivision, which provides freight service between Clovis and Belen, N.M., and I call it 'BNSFast!'" Ward said. "This photo was shot through the open-air foyer of the old Melrose, N.M. Santa Fe depot."

DOT issues final rule for transporting flammable liquids

U.S. Transportation Secretary Anthony Foxx announced a final rule for the safe transportation of flammable liquids by rail. The final rule, developed by the Pipeline and Hazardous Materials Safety Administration (PHMSA) and Federal Railroad Administration (FRA), in coordination with Canada, focuses on safety improvements that are designed to prevent accidents, mitigate consequences in the event of an accident, and support emergency response.

The Rule:

- Unveils a new, enhanced tank car standard and an aggressive, risk-based retrofitting schedule for older tank cars carrying crude oil and ethanol;
- Requires a new braking standard for certain trains that will offer a superior level of safety by potentially reducing the severity of an accident, and the "pile-up effect;"
- Designates new operational protocols for trains transporting large volumes of flammable liquids, such as routing requirements, speed restrictions and information for local government agencies; and
- Provides new sampling and testing requirements to improve classification of energy products placed into transport.

Canada's Minister of Transport, Lisa Raitt, joined Secretary Foxx to announce Canada's new tank car stan-

dards, which align with the U.S. standard.

"Safety has been our top priority at every step in the process for finalizing this rule, which is a significant improvement over the current regulations and requirements and will make transporting flammable liquids safer," said U.S. Transportation Secretary Anthony Foxx. "Our close collaboration with Canada on new tank car standards is recognition that the trains moving unprecedented amounts of crude by rail are not U.S. or Canadian tank cars – they are part of a North American fleet and a shared safety challenge."

"This stronger, safer, more robust tank car will protect communities on both sides of our shared border," said Minister Raitt. "Through strong collaboration we have developed a harmonized solution for North America's tank car fleet. I am hopeful that this kind of cooperation will be a model for future Canada-U.S. partnership on transportation issues."

Other federal agencies are also working to make transporting flammable liquids safer. The Department of Energy (DOE) recently developed an initiative designed to research and characterize tight and conventional crude oils based on key chemical and physical properties, and to identify properties that may contribute to increased likelihood and/or severity of combustion events that can arise during handling and transport.



Inside this issue of SMART Transportation Division News:



New Legislative Action Center available to members. See page 1.



News from SMART TD State Legislative Boards. See page 5.



Providence regional meeting spouse tours set. See page 7.



Local Chairperson Patrick Folsom snags gators. See page 9.