

# SMART<sup>®</sup>

## Transportation Division News

**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

## Voluntary long-term disability enrollment for rail, bus extended

Since June 29, 2015 through September 30, 2015, an open enrollment period is available for Transportation Division members to enroll in the new Voluntary Long-Term Disability (VLTD) Plan.

Members have two options for enrollment into the VLTD plan. For Rail members, Part “A” allows the member to purchase coverage to protect their income should they become disabled after a 238-day elimination period with a monthly benefit of 50 percent of salary to a maximum benefit of \$7,000. Part “B” contains the same 238-day elimination period, but offers a monthly benefit of 60 percent of salary up to a maximum benefit of \$7,000.

For Bus members, Part “A” allows the member to purchase coverage to protect their income should they become disabled after a 365-day elimination period with a monthly benefit of 50



percent of salary to a maximum benefit of \$6,000. Part “B” contains the same 365-day elimination period, but offers a monthly benefit of 60 percent of salary up to a maximum benefit of \$6,000.

Additionally, rail or bus members will have the option of combining one of the above options for the VLTD with the Short Term Disability (VSTD) plan or elect the VLTD plan on its own.

It should be noted that members electing the VLTD plan only, will be required to pay premiums while on E49 status due to a disability during the 238-day (rail) or 365-day (bus) elimination period.

It is important to note that members who have previously opted out of the VSTD plan or were previously denied coverage, are now eligible to enroll with no pre-existing condition restrictions during this open enrollment period.

No action is required at this time for members currently enrolled in the short-term disability plan (VSTD) that do not desire to enroll in the long term disability plan (VLTD).

It is recommended that members review the detailed FAQs at [utu.org](http://utu.org) to gather more information on the plan offerings and eligibility requirements. Additional questions should be directed to your regional field supervisor or to the VLTD hotline at (866) 753-3632.

*See application forms on pages 6 & 7*

## STB Chairman Daniel Elliott sworn in for second term

Daniel R. Elliott III was sworn in June 26, 2015, as the Chairman of the Surface Transportation Board (STB), pledging to continue to promote transparency and to improve and streamline regulation of the nation’s freight railroads.

He was nominated to the STB by President Barack Obama on Jan. 13, 2015, for a four-year term expiring Dec. 31, 2018. He was confirmed by the U.S. Senate on June 22, 2015. This is Chairman Elliott’s second term on the STB. He previously served as chairman of the agency from Aug. 13, 2009, to Dec. 31, 2014.



Elliott

At his confirmation hearing before the Senate Commerce, Science and Transportation Committee in May 2015, Elliott stated he would continue the reforms that he had begun during his first term to increase STB transparency and efficiency, promote a reliable rail network and bring more accessibility to the STB’s processes.

Prior to Chairman Elliott’s first term at the STB, he had served for 16 years as associate general counsel to the SMART Transportation Division’s predecessor, the United Transportation Union. Earlier in his career, he practiced at law firms in Washington, D.C., and in Cleveland, Ohio. Elliott graduated from the University of Michigan with a degree in political science in 1985 and earned his law degree from The Ohio State College of Law in 1989.

## Rail safety alert: crew-induced emergency brake use

### Are you prepared to make the decision?

- How many times have you been a part of a crew-induced emergency?
- Conductors, how many times have you alerted your engineer to take action to stop the train?
- Engineers, do you discuss parameters with your conductors for emergency brake application in your job briefings?
- Conductors, have you ever pulled the emergency brake (dumped the air) to stop your train?
- Do you discuss the possible situation of emergency in your job briefings and develop an action plan?

According to the SMART Rail Safety Task Force, this message is not intended for conductors to take control of the locomotive from the hands of the engineer. This message is meant to encourage crews to work together for safe train operation. Conductors must know they are empowered to take action if deemed necessary

after assessing the situation with their engineer. It is paramount for both crewmembers to stay engaged and focused on the task at hand for safe train operations.

#### Tips for success:

1. Job briefing: crews should discuss parameters for conductors to take action and put that plan in place for emergency situations.
2. Conductors must stay focused and alert the engineer that action needs to be taken.
3. Engineers must remain vigilant and aware of every situation.

#### CSX operating rule: 301 – control of train speed

- **301.1:** Crewmembers must notify the locomotive operator of any condition that requires the train to reduce speed or stop not more than five miles, but not less than two miles, before reaching the condition.

*Continued on page 14*

## Sen. Bernie Sanders addresses SMART Business Agents’ Conference

“A strong middle class is synonymous with a strong trade union movement,” Vermont Sen. Bernie Sanders told attendees at the SMART Sheet Metal Business Agents’ conference in Washington, D.C.

The Democratic presidential candidate vowed a “political revolution” that says to billionaires “you can’t have it all.” He pledged to push a “major federal jobs program that puts millions of people back to work.” He’d have the government invest \$1 trillion over five years to modernize the nation’s infrastructure and expand the right of workers to join and form a union in the United States.

Before Sanders spoke, Hillary Clinton, currently the lead candidate in the Democratic primary, appeared in a brief video and said she, too was a big supporter and noted that “your success is our country’s success. We need an economy built by every American for every American. You’re doing your part.”

Clinton spoke about the value of union apprenticeships, calling SMART’s program a model for the country. Clinton said she’d back a tax credit to “encourage businesses to hire apprentices because when employers invest in

on-the-job training, workers are more productive.”

Afterwards, SMART General President Joseph Sellers noted during a press conference that Sen. Sanders was “fantastic.” He also had kind words for Clinton, saying she too has a history of strong support for this union and for American workers.



Sen. Sanders addresses the Sheet Metal Business Agents’ conference in Washington, D.C., about the importance of unions in America.

## UTUIA announces launch of new website

UTUIA has just launched a new and improved website for its members. Designed to provide more useful information and insight into the fraternal mission of the UTUIA, the site features a new forms and resources tab, detailed scholarship information, fraternal giving /volunteering, testimonials, FAQs and a blog that keeps the membership up-to-date on the activities of the UTUIA across the country.

“One of the more useful tools we added was an unclaimed funds search which, within two days of the site launch, enabled a beneficiary to claim \$3,000.00 in benefits we were holding,” said Ken Laugel, executive director of the UTUIA. “We will be adding more tools and features to the site and will look for ways to improve our membership outreach,” he added.

“We are retooling for a new era of growth for the UTUIA,” Laugel said.



# Around the SMART TD

## Local 782, Asheville, N.C.

This local and the North Carolina State Legislative Board sponsored and participated in the Henderson County Democratic Party's (HCDP) Chairman's Golf Tournament July 2. There were 36 participants that helped raise funds to advance the HCDP to unify, educate and mobilize voters in Henderson County. "This was a great evening of golf, and it heightened the awareness of being involved in the local community and elections as well," N.C. State Legislative Director **Ron Ingerick** said. Former N.C. Representative **Ray Rapp** won the \$10,000 "hole-in-one" and Courtney Ingerick (daughter of SLD Ingerick) won the "closest to the pin" contests.



Pictured from left: Local 782 Legislative Representative Scott Rice, Local 782 Secretary and Treasurer Brandon Burnette and Ingerick.

## Local 1059, Minot, N.D.

**Donald L. Allard**, 55, of Minot, N.D. died Tuesday, June 9 in a Minot hospital. Allard (Local 1059 of Minot, N.D.) was a BNSF brakeman and long-time local chairperson and delegate. He also served as assistant general chairperson for BNSF GO 386 from 2003 to 2015. He originally hired out in September of 1979 as a brakeman, having 36 years of service at the time of his passing. SMART TD National Legislative Director John Risch says, "Don was a leader in our Minot local for years as well as a long-time delegate. He was a good, good friend who died too young. We are all saddened by his passing and extend our heartfelt condolences to his wife, Mary, and to his family. He will be sorely missed." Allard is survived by his wife of 35 years, Mary; children – Trisha (Jason) Wuori, Dale (Amanda) Allard and Donald "D.J." Allard. He's also survived by his grandchildren; parents – Allen and Linda Allard; and two brothers – Bob and Ron (Stacey) Allard. Interment is at Rosehill Memorial Park, Minot, N.D.



Allard

## Local 1177, Willmar, Minn.

Local President **Jerry Minnick** reports that Local Legislative Representative and Legislative Secretary **Brian Hunstad** and his family recently suffered the loss of a grandchild, Owen Jensen Skodje, age six months. Emergency services were called when Skodje was found to be not breathing and was being given CPR by a caregiver at daycare. CT scans showed bleeding on the brain and a lack of brain activity. Owen's parents chose to donate their baby's organs. Surviving Owen are his parents, Casey Skodje and Kristin Hunstad; brother, Jacob Miller; grandparents, Brian and Cathy Hunstad, Steve and Cheryl Skodje and Kim and Cynthia Johnson; as well as many other relatives and extended family. Leadership of the local has set up a fund for the Hunstad family and asks that members consider making a modest benevolent contribution to the family. Checks can be made out to "Hunstad Family" and mailed to: Mr. Jerry Minnick, Local President, UTU-SMART-TD Local 1177, 902 Circle Drive, Olivia, MN 56277.

## New leadership moves Local 1785 forward



Local 1785 Vice Local Chairperson Eric Dixon (left) and GCA SMB General Chairperson Javier Sanchez (right) take advantage of the training offered at the Phoenix regional meeting.

When SMART General Chairperson **Javier Sanchez** (GCA Santa Monica Municipal Bus Lines, Local 1785) immigrated to the United States from Mexico in 1983, his very first impression of this country was of "boundless freedom and opportunity." With hard work and determination, he knew he could go places that he never dreamed of in his homeland.

Academically trained in electronics, he arrived in the U.S. ready and able to work. Within several months he found himself working three jobs at once, 18 hours per day. Soon thereafter, he enrolled in college and learned the English language. Doors began opening for him. Then one day an opportunity arose that changed the course of his career: the chance to drive a bus. Sanchez seized upon this opportunity, which ultimately led to his employment with Santa Monica Municipal Big Blue Bus Lines.

Brother Sanchez attributes much of his success to hard work and collaboration amongst the membership, collaboration between membership and management, and cooperation between the union and management with the city of Santa Monica. He explains, "At Big Blue and in Local 1785, it is a team effort."

Sanchez credits many of his achievements as a union officer to Vice Chairperson **Eric Dixon** (GCA SMB). He explains, "Being a general chairperson is a lot of work. Eric Dixon is my right-hand though and we are inseparable as brothers."

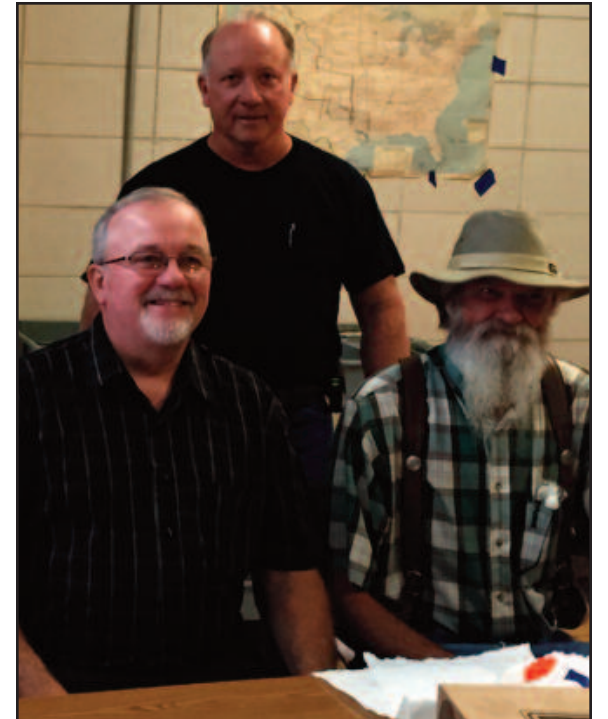
Dixon stresses, "We want this local to succeed. For five years in a row now, Big Blue Bus has been recognized by the transit industry as being the number one transit company in the nation. We attribute this to our hard-working members. We need to ensure that this local does not fail."

TD President John Previsich has made it clear to the local that SMART TD wholeheartedly supports Local 1785 as well as all bus members in our great union. Previsich said, "I look forward to working with the new officers to ensure the continued success of Local 1785."

## Local 1290, Chicago, Ill.

Local Legislative Representative **John O'Brien** reports that the annual Local 1290/BLET Division 131 picnic will be held August 30, 10:00 a.m. to 6:00 p.m. The event is open to all members and retirees for a day of music, food, games and fun. The picnic will be held at the Memorial Park Pavilion, 212th Place and Tower Ave., Matteson, IL 60447.

## Local 1957, Silsbee, Texas



Local 1957 Member **Jessie "Worm" Whatley** (left) celebrates his retirement with Local Chairperson **Mike Wilson** (right) and Member **Royce "Real Good" Standley**.

Local 1957 Member **Jessie Whatley** recently retired after working 42 years in Silsbee and Beaumont, Texas, S&T **Steve Soffes** reports. "Jessie worked his 42 years in Silsbee and Beaumont, Texas, and has always been active in his local," Soffes said. "He worked in high gear from his first day to his last. Jessie is looking forward to spending his retirement hunting and fishing and spending time with his grandchildren."

## Local 1715, Charlotte, N.C.

Local 1715 held its first annual picnic for bus operators at Reedy River Park, Charlotte, N.C., June 7. The rain held off and members had a successful picnic with a great turn-out, organized by officers and members of the local. "Members, family and friends came together and enjoyed games, music, dancing, food, fellowship and fun," Local Legislative Representative **Debra Franklin** said. LCA TMD Secretary **Ruby Crosby** won a Samsung tablet from a UTU PAC drawing. Local President **Bruce Wright** won \$150 from a 50/50 drawing. At the picnic, the local also pledged \$4,380 for UTU PAC, an increase of 47.8 percent to the N.C. UTU PAC fund. "Local 1715's UTU PAC contributions skyrocketed!" said Franklin. "One of our goals was to raise awareness of our responsibility to participate in local, state and national elections."



Officers and members of Local 1715 gather for a group photo at their first annual picnic. Top row pictured from left: Board of Appeals member and Vice General Chairperson (GCA TMD) **Brenda Moore**, **Katie Rose**, S&T **Christopher Johnson**, GCA TMD Secretary **Ruby Crosby**, Local President **Bruce Wright**, Trustee **Tammy Outling**, Vice General Chairperson **Donell Taylor** and Trustee **Edward Miles**. Bottom row from left: **Michael Sutton**, General Chairperson **Hasson Trent** and Vice President **Debra Franklin**.



# Rob Zanath, SMART TD public relations director, passes away



Zanath

**Robert J. Zanath**, 50, died May 28 at University Hospitals, Cleveland. He was surrounded by his family at the time of his passing.

Zanath was born Sept. 10, 1964. After graduating from Padua Franciscan High School in Parma, Ohio, he attended Kent State University and then graduated from Cleveland State University with a Bachelor's degree in communications.

Following college he worked at Ponderosa restaurant until he hired out with the United Transportation Union as the webpage designer

Oct. 8, 1990. Over the past couple of years Rob took over as the head of the Public Relations Department of the SMART Transportation Division. Zanath was very dedicated to the union and its publications, often staying late to work on and finish projects. Zanath was a laid back, levelheaded supervisor with an unsurpassed knowledge of the inter-workings of the union. He will be missed by not only the PR department in which he worked, but by everyone who knew him.

Zanath was a devout Catholic who tried to never miss church, even when out-of-town at regional meetings and conventions. He was a member of St. Columbkille Church of Parma, Ohio. He enjoyed the music of Van Halen and many other rock bands. He loved the Cleveland

Browns and was a huge Cleveland sports enthusiast. He enjoyed the TV show "Star Trek: The Next Generation" as well as anything pertaining to James Bond films. Although he was dedicated to his job, he was just as dedicated to leading a good moral life for himself and his family. He was a devoted father and husband.

Retired Public Relations Assistant **Eric Eakin** stresses the importance that Zanath placed on family. "He loved his family, he loved his parents and talked to them all the time," Eakin said.

Surviving Zanath are his wife Lynn, their two children Holly and John, parents Jack and Carole, brother Tom and his wife Debbie, goddaughter and niece Erica, and parents-in-law Anthony and Frances Grabowski.

## UTUIA honors Volunteer of the Year award recipient Tom Schmitt

**Thomas J. Schmitt** of Local 1974 out of Fort Worth, Texas has been chosen as the 2015 UTUIA Volunteer of the Year. He was honored at this year's regional meeting in Providence, R.I.

Schmitt started his 33-year career as a conductor (Local 1066) and now works as a yardmaster for Kansas City Southern Railway (KCS) with Local 1974.

Schmitt was selected for this award as a result of his work with Operation Lifesaver. He's an Operation Lifesaver Authorized Volunteer who travels the country giving presentations to schools, organizations, bus drivers, truck drivers, first responders and fire fighters.

Last year, Schmitt was the top presenter on KCS as well as in the state of Louisiana. He gave 148 presentations in 2014, a personal best for Schmitt. In 2014, Schmitt was also nominated for the F. Tom Roberts award for top volunteer in the U.S.

"I am proud to represent Operation Lifesaver



SMART Transportation Division and UTUIA President John Previsich (left) congratulates Tom Schmitt (right) after receiving the UTUIA Volunteer of the Year Award.

as well as KCS Railway," Schmitt said. "Delivering our safety message is something that I am passionate about. The impact that Operation Lifesaver has made in the country is significant. Since its beginnings in 1972, there has been an 83 percent reduction in highway/rail fatalities."

For the past three years, Schmitt has also made

several trips with Amtrak as a volunteer National Park Service Park Ranger for their "Trails and Rails" program.

Schmitt lives with his wife Lori of 19 years and two children, Matthew, 14, and Madison, 17, in New Orleans, La.

For his selfless commitment to volunteering for Operation Lifesaver, Schmitt has been chosen as the UTUIA's Volunteer of the Year. Schmitt received a \$1,000 U.S. Savings Bond and a plaque of appreciation from the UTUIA.

## FRA takes action to ensure passenger train speed compliance



The Federal Railroad Administration (FRA) issued a safety advisory recommending actions to ensure passenger train speed compliance. The advisory is the latest in a series of steps FRA has taken to keep passenger railroads safe for the traveling public.

"Today the FRA is taking a smart and targeted approach to addressing a major issue involved in recent passenger rail accidents," said U.S. Transportation Secretary Anthony Foxx. "Safety is our top priority at the department, and today's advisory is but one step we are taking to raise the bar on safety for passenger rail."

The FRA recommends that passenger railroads immediately take the following actions to control passenger train speeds:

**Identify locations** where there is a reduction of more than 20 mph from the approach speed to a curve or bridge and the maximum authorized operating speed for passenger trains at that curve or bridge.

**Modify Automatic Train Control (ATC)** systems (if in use) to ensure compliance with speed limits.

**If the railroad does not use ATC**, ensure that all passenger train movements through the identified locations be made with a second qualified crew member in the cab of the controlling locomotive, or with constant communication between the locomotive engineer and an additional qualified and designated crewmember in the body of the train.

**Install additional wayside signage** alerting engineers and conductors of the maximum authorized passenger train speed throughout the passenger railroad's system, with particular emphasis on additional signage at the identified locations.

"The FRA fully expects passenger railroads to take immediate action and implement these recommendations," said Acting Federal Railroad Administrator Sarah Feinberg. "We will continue to take action in the coming weeks to prevent human error from causing accidents and to keep passengers safe on the nation's railroads."

## Short Line Agreements

### Florida East Coast Railroaders reach agreement after mediation

CSX Transportation General Committee of Adjustment GO 851 has reached two new collective bargaining agreements with Florida East Coast Railway (FECR). One



covering conductors, engineers, and trainmen; a second covering yardmasters. Both five-year contracts were signed June 18, 2015, and are retroactive to 2013. Local 903 of Jacksonville, Fla., and Local 1138 of Miami are affected.

The agreements were a long-time coming with the bargaining process having begun 2.5 years ago. The National Mediation Board (NMB) was invoked and NMB Mediator Victoria Gray stepped in to guide the mediation.

Both contracts protect work rules, wages and healthcare for train and engine members and yardmasters. The agreements also include retroactive pay to 2013 with wage increases totaling 13 percent each.

"This was a team effort involving former Vice President Robert Kerley, Vice President John Lesniewski, Vice General Chairperson **Joe Bennett**, FECR Assistant General Chairperson **Jim Bush** (Local 903), Local Chairperson **Jim McCorkle** (Local 1138) and Local Chairperson **Eddie Guillen** (Local 1138)," GO 851 General Chairperson **John Whitaker** said.

FECR operates between Jacksonville, Fla., and Miami. GO 851 represents approximately 200 employees on the property.

### SMART TD Local 556 trainmen seal deal with Tacoma Rail

SMART Transportation Division-represented trainmen (Local 556 of Tacoma, Wash.) employed by Tacoma Rail have ratified a new six-and-a-half (6.5) year agreement by an overwhelming majority.



The agreement provides for true parity for all trainmen, with the elimination of entry rates and the consolidation of all rates into a single rate of pay for conductor positions with all arbitrary and short crew allowances rolled into the daily rate, resulting in a pay increase effective July 1, 2017. The agreement establishes a standard crew consist of two trainmen on all assignments, a guaranteed extra board with a pass provision and double time for working holidays.

The agreement also provides for a three percent deferred compensation match, a ratification incentive, improved meal periods and boot allowance provisions.

SMART Transportation Division Vice President Dave Wier, who assisted with the mediated negotiations, congratulated TMB General Chairperson **Clayton Hoffman**, Vice Chairperson **Shawn Merrill** and former Vice Chairperson **John Pace** for "the exceptional effort put forth in bringing the members' concerns to the bargaining table and negotiating an agreement with significant improvements in wages and working conditions. This is an agreement that our members can be proud of."



# To grow, let's use our 200,000 resources

There were many reasons members should take pride in the work done at the SMART Transportation Division Regional meetings in Arizona and Rhode Island in July. I know I was certainly proud to take part.

The theme of "Training Leaders of Tomorrow" modeled the tone of pride in leadership, in the hard work on enhancing our skill sets and expertise, and in the collective abilities of SMART's more than 200,000 union members.

One of the key takeaways from the conferences came from the focus on not only better representing today's members, but also on those of the future. We left the conference sessions knowing that SMART is a union on the move toward a

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bigger and better future.

The twin conferences brought Western and Eastern officers and staff together for several days of training and educational programs. These zeroed in on traditional union-building efforts, augmenting non-traditional techniques and on forward-looking strategies for more intensity and effective representation.

Our accumulated knowledge and combined strength are tremendous tools we must put to use in everything we do to move SMART forward.

Another conference theme, "Your Union, Your Future," emphasized the tough work ahead and the responsibility we bear — individual members and union leaders alike — to roll up our sleeves, work with union pride and solidarity, and add to our momentum.

We face anti-union adversaries who strategize



## SMART General President's Column

By Joseph Sellers Jr.

every day to get better at fighting us — all of us: organized labor in general along with the many transportation unions, construction unions and rail unions.

As we face down the challenges they present, we will face them together. We will fight them together.

### Growth is the key

Given those powerful opponents, our best defense is indeed a good offense. For unions, that means recruiting, organizing, and retaining more members.

The growth opportunities will be there — as they are already presenting themselves in some places. The rail and transit industries, for example, are clearly projected to expand in the next several years.

There is a rapid boost in the production of new and retrofitting rail cars and buses. These are coming not only to replace aging fleets but also to meet expected new demand from a younger generation more inclined to use public transportation.

SMART must capture an increasing percentage of our work and workers. Growth is paramount as we build a better future for those who work in our many trades and crafts.

### Learn from — and stand with — each other

In order to capture new markets and bring in new members, we need everyone — all hands on deck — to do their part in our struggle.

Our task is to create better opportunities now

and for the next generation. We will only succeed by standing together.

Whatever the project, whatever the challenge your local or committee is facing, never forget that someone in our union has handled a similar situation. That's not "rail" or "sheet metal" knowledge; it's our combined union knowledge.

It's a depth of knowledge in organizing, grievance handling and in the knowledge

**Our task is to create better opportunities now and for the next generation. We will only succeed by standing together. If we take advantage of our collective ideas and knowledge, each of us can do our part in building better representation. This is your union. Your future.**

that comes from traversing an ever-changing political landscape.

We have more than 200,000 sources of ideas and information, so reach out. Ask a question. Offer ideas and work together.

We must "mobilize our grass roots," because all of us share the pride of membership, in representing our members well, of reaching out to make sure someone makes the right decision — to be a SMART member.

If we take advantage of our collective ideas, our collective knowledge, and our collective strength, each one of us can do our part in building better representation and capturing more opportunities now and in the future.

This is your union. Your future.

## FAA implements new airport safety program



The FAA has made significant progress in improving runway safety at U.S. airports over the past 15 years by working with other members of the aviation community on education, training, marking and lighting, standard runway safety areas, new technology and airfield improvements.

The FAA plans to build on that success by working with airport sponsors over the next 10-15 years to further reduce runway risks through risk-based decision-making. A new FAA national initiative known as the Runway Incursion Mitigation (RIM) program will identify airport risk factors that might contribute to a runway incursion and develop strategies to help airport sponsors mitigate those risks.

Runway incursions occur when an aircraft, vehicle, or person enters the protected area of an airport designated for aircraft landings and take offs. Risk factors that contribute to runway incursions may include unclear taxiway markings, airport signage, and more complex issues such as the runway or taxiway layout. Through RIM, the FAA will focus on reducing runway incursions by addressing risks at specific locations at the airport that have a history of runway incursions.

Risk-based decision-making builds on safety management principles by using a consistent approach to proactively address emerging safety risks. The FAA already has collected and reviewed data to identify specific airport areas with risk factors that could contribute to a runway incursion. The FAA has developed a preliminary inventory of airport locations where runway incursions have occurred. The FAA will work with the airport sponsors to develop strategies to mitigate runway incursions at these locations.

## Bus Department

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

### Let's fill the chairs at region meeting workshops

Greetings to each and every member of SMART. I'd like to start by thanking and congratulating those who attended this year's regional meetings in Phoenix and Providence.



Reddy

We worked very hard to prepare state-of-the-art educational workshops, and our attendees made it clear that it was a huge success.

Several schedule changes were made to accommodate the bus department members, and several bus-specific workshops were introduced.

Looking ahead, however, it is clear that we need to increase the presence of the SMART TD Bus Department at future meetings.

It is important for our bus members to understand the value of attending a regional meeting. This year's theme of "Your Union – Your Future; Training the Leaders of Tomorrow" said it all.

Officers and members who attended the workshops returned home with knowledge and experience that will benefit every single member of their locals.

Educating your current and future leaders is an invaluable investment in the future of your local. With the proper budgeting and planning, it is possible for every bus local to make that investment. The time to start planning for that is now.

If you need help planning for next year, have comments about this year's meetings, or have ideas to further improve future meetings, please contact me at areddy@smart-union.org.

You can also call or text me at (216) 287-9324. Your input is very important and I look forward to hearing from you.

In unity, there is strength; our attendance plays a very large role in that.

We need to work together for the betterment of our future leadership. Let's fill the chairs in 2016! We can do it! The time is now!



Contact us: news\_td@smart-union.org  
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# New Voluntary Long-Term Disability benefit for rail, bus members

The Trustees for the Voluntary Short-Term Disability (VSTD) plan available to Transportation Division members of SMART recently announced a successful conclusion to their lengthy effort to negotiate a long-term disability program for our members.

The Voluntary Long-Term Disability (VLTD) plans for both bus and rail are responsive to the many requests received from our members and is an important addition to the benefits of membership in our union.

**The Voluntary Long-Term Disability plans for both bus and rail are responsive to the many requests received from our members and is an important addition to the benefits of membership in our union.**

Information about the VLTD plans is available on the front page of this newspaper.

I am writing to emphasize the importance of this program to our members and to request that those who read this pass the information along to all concerned.

The long-term plan came about directly as a result of inquiries from our members in connection with other plans available in the industry.

The Trustees reviewed those plans and worked with providers to develop a plan that matches the needs of our members in a way that far surpasses the competing plans.



## SMART Transportation Division President's Column

By John Previsich

As a result of those efforts, the disability plans offer a number of options. A member may select short-term disability only, long term only, one of two benefits for long term or any combination thereof. Members need to review all of the options to decide which combination best fits their individual personal and family needs.

It is very important to note that enrollment in the short-term plan (VSTD) is unchanged by the addition of a long-term option.

VSTD will remain an opt-out program, which means that new members will continue to be automatically enrolled in the short-term plan unless they take action to opt out of coverage.

**It is very important to note that enrollment in the short-term plan (VSTD) is unchanged by the addition of a long-term option.**

This method has worked very well since the inception of the short-term plan to provide the best possible coverage to the vast majority of our membership.

The long-term plans, however, are opt-in. This means that members who desire long-

term coverage must take action to enroll in the Voluntary Long-Term Disability plan. For convenience, we have included in this newspaper a copy of the long-term enrollment applications for both our bus and rail members. (See pages 6 and 7.)

Also, it is extremely important to note that the current open enrollment period extends only to Sept. 30, 2015.

**The current open enrollment period extends only to Sept. 30, 2015. During this window, members may enroll in either the short-term or long-term plans, or both, with guaranteed acceptance and no exclusion for pre-existing conditions.**

During this window, members may enroll in either the short-term or long-term plans, or both, with guaranteed acceptance and no exclusion for pre-existing conditions.

The current open enrollment period is available even for those who may have previously opted out of the short-term coverage. After the open enrollment period concludes at the end of September, members will be subject to the customary underwriting restrictions.

These are good plans that add substantially to the benefits of membership in the SMART Transportation Division. I am strongly encouraging each and every member to review the plans to determine what fits their personal and family needs.

## State Watch News from SMART TD State Legislative Boards

### Indiana



Indiana State Legislative Director **Ken Edwards** reports the board hosted a pre-retirement seminar May 7, for railroad employees and their spouses. The seminar was presented by the Indianapolis Railroad Retirement Board office and was attended by 99 rail workers and spouses.

"Besides the 'on the doorstep' workers and their spouses that were in attendance, our board brought in all of the State's legislative representatives. It is important that each local in our state has a competent member reference for retirement issues. By exposing our state's legislative representatives to a seminar of this nature, we provide them with the tools to take pertinent retirement information back to their respective locations," Edwards said.

"Retirement in the rail industry is a very deserved and special occasion. Being fully prepared as well as knowledgeable of the retirement process will make it as enjoyable and stress-free as it should be. False or misunderstood information is usually the most prevalent amongst retirement issues. After a lifetime of service to the rail industry, our state board wants every SMART TD member's transition into retirement to be as glitch-free and seamless as possible. I am glad that so many people took this opportunity to come here and educate themselves about the retirement process."

### Michigan

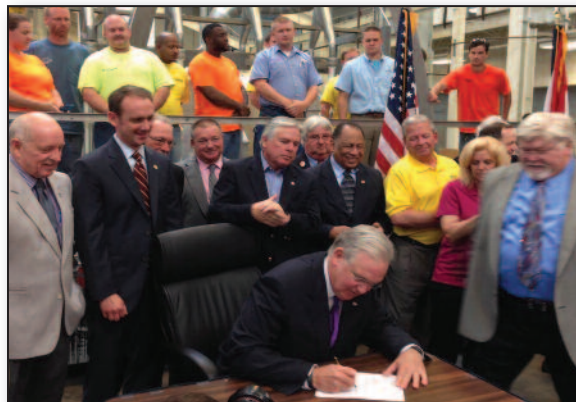
Michigan State Legislative Director **Jerry Gibson** reports the board held its 10th annual FRA meeting in Lansing, Mich., May 27. All Michigan SMART TD local chairpersons, legislative repre-

sentatives and BLET counterparts were invited.

There were 29 attendees as well as four Region 4 FRA officers in attendance including Kirk Gill, John Robertson, Dan Krieger and William Miller.

"I believe in order to offer our membership the best representation possible, it is imperative that we stay informed and educated with factual information. I also believe that including our BLET counterparts is equally important as safety does not discriminate and we often face the same issues," Gibson said. "These meetings allow for an important exchange of information on a professional level and I thank everyone that attended."

### Missouri



Missouri Governor Nixon vetoes the state's Right to Work bill as Menges and others look on.

Missouri State Legislative Director **Ken Menges** reports that Governor Jay Nixon (D) traveled to SMART SM Local 36 in St. Louis to officially veto the right-to-work for less bill passed by the state's legislature, June 4.

"Yesterday I was privileged to stand with Governor Jay Nixon as he vetoed H.B. 116, the 'Right to Work' bill. While it was great to be part of an event of this nature, it is sad that the majority of our Missouri legislators are trying to deny the working middle class the right to organize for better wages and working conditions," Menges said.

Nixon said, "For generations, the ability of workers to join together and bargain collectively

for fair wages and benefits has formed the foundation of the middle class. This extreme measure would take our state backward."

Even with an overwhelming and record number of Republicans in the Missouri House and Senate, the bill's original passage still fell short of the two-thirds majority vote needed in both chambers to overturn Governor Nixon's veto.

"We will be asking each of you to step up to the plate and deliver! This is an all or nothing moment for Missouri's working families. We have our work cut out for us in the next 100 plus days. We must continue to fight. We cannot let this veto be overturned," Menges said.

### North Carolina



Pictured from left: Local 1715 Legislative Rep. and Vice President Debra Franklin, Ingerick, Local 1715 Assistant Legislative Rep. Ruby Crosby, U.S. Rep. Alma Adams (D), Ditecha Trent and GCA TMD General Chairperson Hasson Trent.

North Carolina State Legislative Director **Ron Ingerick** reports that the board was the only union sponsor of the North Carolina Democratic Party Sanford Hunt Frye Dinner held in Charlotte, N.C.

"I am proud of our N.C. members and our legislative board. SMART was the showcase of the event at this dinner. We were recognized as being the only union present and our members were able to gain one-on-one time with national, state and local political figures," Ingerick said.

SMART TD news apologizes to Va. State Legislative Director Allan Johnson for the misspelling of his name which appeared in the June issue.



# Voluntary long-term disability plan for Rail members

## Applying for the VLTD Rail Plan is easy!

### Step 1:

Provide your information in Section I of the application. You will need the following information:

- Name and address,
- Last four digits of your Social Security Number,
- Salary information,
- Local number,
- Date of hire,
- Number of hours worked,
- Employee ID number, and
- Employer name

### Step 2:

Select ONE option from Option A through D that best fits your needs.

### Step 3:

Authorize your application by signing and dating the form. Please provide your email address for further correspondence.

### Step 4:

Mail your completed form prior to September 30, 2015 to:  
**SMART**  
Attn: Updating Department  
24950 Country Club Blvd.,  
Ste. 340  
North Olmsted, OH 44070

### DONE!

You will be contacted by SMART Transportation Division after we have processed your application. For further information and to review FAQs visit [www.utu.org](http://www.utu.org). Contact your UTUIA field supervisor if you have further questions or call the VLTD hotline at (866) 753-3632.

AnthemLife



SHEET METAL | AIR | RAIL | TRANSPORTATION

**SMART**

TRANSPORTATION DIVISION

AL00002625

Enrollment Form - Rail

Voluntary Short Term Disability  
Voluntary Long Term Disability

SECTION I - APPLICANT INFORMATION

Name/Address:	Last 4 of SSN	Annual Salary	Local #
	Date of Hire	Gender	Class
			RAIL
	EE ID	Employer Name	

SECTION II - BENEFIT ELECTIONS (Please elect ONLY 1 option below (Option A - Option D))

OPTION A

ACCEPT

☐

For new members, if you elect no option or don't return this form, you will be automatically enrolled in Option A.

Voluntary Short Term Disability

Voluntary Short Term Disability insurance helps to replace your income if you are sick or injured and cannot work. This benefit commences on the 31st day of accident or the 31st day of sickness and is designed to continue for a period of up to 34 weeks.

Note: If you are currently enrolled in the VSTD you do not need to re-elect coverage.

Weekly Benefit	Monthly Cost	TOTAL Monthly Cost
\$400.00	\$34.50	\$34.50

OPTION B - NEW OFFERING

Voluntary Long Term Disability

Voluntary Long Term Disability allows you to purchase coverage to protect your income should you remain disabled after a 238 day elimination period. If you elect this option, you will not have STD. See Options C and D below for both.

Part A

Monthly Benefit

50% of salary to a maximum benefit of \$7,000

Monthly Cost

\$51.63

ACCEPT

☐

DECLINE

☐

Part B

Monthly Benefit

60% of salary to a maximum benefit of \$7,000

Monthly Cost

\$73.88

ACCEPT

☐

DECLINE

☐

OPTION C

ACCEPT

☐

DECLINE

☐

Voluntary Short Term Disability

Elect this option if you want both STD and LTD coverage, but want the LTD coverage to be 50% of your salary to a maximum of \$7,000.

Weekly Benefit

Monthly Cost

\$400.00

\$34.50

Voluntary Long Term Disability

Benefits commence on the latter of the 239th day of disability or the end of the STD benefits.

Monthly Benefit

Monthly Cost

50% of salary to a maximum benefit of \$7,000

\$51.63

TOTAL Monthly Cost

\$86.13

OPTION D

ACCEPT

☐

DECLINE

☐

Voluntary Short Term Disability

Elect this option if you want both STD and LTD coverage, but want the LTD coverage to be 60% of your salary to a maximum of \$7,000.

Weekly Benefit

Monthly Cost

\$400.00

\$34.50

Voluntary Long Term Disability

Benefits commence on the latter of the 239th day of disability or the end of the STD benefits.

Monthly Benefit

Monthly Cost

60% of salary to a maximum benefit of \$7,000

\$73.88

TOTAL Monthly Cost

\$108.38

SECTION III - ELIGIBILITY AND AUTHORIZATION

Employee Confirmation

I have been given the opportunity to enroll in SMART Union's benefit coverage. I understand that if I enroll now, I will not need to provide any evidence of insurability or good health. If I later decide to enroll, I will be required to provide evidence of good health that is satisfactory to the insurer and understand my request for coverage may be denied.

I request to be insured and authorize payroll deduction to cover the cost of such insurance. Information in this application is given to obtain insurance and the statements and answers represented, to the best of my knowledge and believe to be true and complete. I understand that (a) the insurance applied for shall not take effect until the application is approved; and (b) all insurance is subject to the eligibility provisions of the policy; and (c) must be actively at work (as defined in the group policy) to be insured. If I am not actively at work on the date my coverage would become effective, my coverage will not begin until the day I return to work.

If your answers on this application are incorrect or untrue, the carrier has the right to deny benefits or rescind your coverage.

Authorization to Release Information: I authorize any licensed physician, medical practitioner, hospital, clinic, or other medical or medically related facility, insurance company, the Medical Information Bureau (MIB) or any other organization, institution or person that has any records of knowledge of me or my health to give Anthem Life Insurance Company (Anthem) or its reinsurer(s) any such information. This authorization is valid for 24 months from the date it is signed. I agree that a photocopy of this authorization shall be as valid as the original.

Employee Signature

Email Address

Date

\*NOTE: Each of the above costs include an administrative fee paid to the SMART Group VSTD/VLTD Plan and an insurance premium paid to Anthem.

RETURN THIS FORM TO: SMART, Attn.: Updating Department, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070

# Voluntary long-term disability plan for Bus members

SHEET METAL | AIR | RAIL | TRANSPORTATION

**SMART**

TRANSPORTATION DIVISION

Enrollment Form - Bus

Voluntary Short Term Disability  
Voluntary Long Term Disability

AL00004397

SECTION I - APPLICANT INFORMATION

Name/Address:	Last 4 of SSN	Annual Salary	Local #
	Date of Hire	Gender	Class
			BUS
	EE ID	Employer Name	

SECTION II - BENEFIT ELECTIONS (Please elect ONLY 1 option below (Option A - Option D))

OPTION A

ACCEPT

☐

For new members, if you elect no option or don't return this form, you will be automatically enrolled in Option A.

Voluntary Short Term Disability

Voluntary Short Term Disability insurance helps to replace your income if you are sick or injured and cannot work. This benefit commences on the 31st day of accident or the 31st day of sickness and is designed to continue for a period of up to 52 weeks.

Note: If you are currently enrolled in the VSTD you do not need to re-elect coverage.

Weekly Benefit

\$210.00

Monthly Cost

\$26.00

TOTAL Monthly Cost

\$26.00

OPTION B - NEW OFFERING

Voluntary Long Term Disability

Voluntary Long Term Disability allows you to purchase coverage to protect your income should you remain disabled after a 365 day elimination period. If you elect this option, you will not have STD. See Options C and D below for both.

Part A

Monthly Benefit

50% of salary to a maximum benefit of \$6,000

Monthly Cost

\$31.50

ACCEPT

☐

DECLINE

☐

Part B

Monthly Benefit

60% of salary to a maximum benefit of \$6,000

Monthly Cost

\$47.98

ACCEPT

☐

DECLINE

☐

OPTION C

ACCEPT

☐

DECLINE

☐

Voluntary Short Term Disability

Elect this option if you want both STD and LTD coverage, but want the LTD coverage to be 50% of your salary to a maximum of \$6,000.

Weekly Benefit

\$210.00

Monthly Cost

\$26.00

Voluntary Long Term Disability

Benefits commence on the latter of the 239th day of disability or the end of the STD benefits.

Monthly Benefit

50% of salary to a maximum benefit of \$6,000

Monthly Cost

\$31.50

TOTAL Monthly Cost

\$57.50

OPTION D

ACCEPT

☐

DECLINE

☐

Voluntary Short Term Disability

Elect this option if you want both STD and LTD coverage, but want the LTD coverage to be 60% of your salary to a maximum of \$6,000.

Weekly Benefit

\$210.00

Monthly Cost

\$26.00

Voluntary Long Term Disability

Benefits commence on the latter of the 239th day of disability or the end of the STD benefits.

Monthly Benefit

60% of salary to a maximum benefit of \$6,000

Monthly Cost

\$47.98

TOTAL Monthly Cost

\$73.98

SECTION III - ELIGIBILITY AND AUTHORIZATION

Employee Confirmation

I have been given the opportunity to enroll in SMART Union's benefit coverage. I understand that if I enroll now, I will not need to provide any evidence of insurability or good health. If I later decide to enroll, I will be required to provide evidence of good health that is satisfactory to the insurer and understand my request for coverage may be denied.

I request to be insured and authorize payroll deduction to cover the cost of such insurance. Information in this application is given to obtain insurance and the statements and answers represented, to the best of my knowledge and believe to be true and complete. I understand that (a) the insurance applied for shall not take effect until the application is approved; and (b) all insurance is subject to the eligibility provisions of the policy; and (c) must be actively at work (as defined in the group policy) to be insured. If I am not actively at work on the date my coverage would become effective, my coverage will not begin until the day I return to work.

If your answers on this application are incorrect or untrue, the carrier has the right to deny benefits or rescind your coverage.

Authorization to Release Information: I authorize any licensed physician, medical practitioner, hospital, clinic, or other medical or medically related facility, insurance company, the Medical Information Bureau (MIB) or any other organization, institution or person that has any records of knowledge of me or my health to give Anthem Life Insurance Company (Anthem) or its reinsurer(s) any such information. This authorization is valid for 24 months from the date it is signed. I agree that a photocopy of this authorization shall be as valid as the original.

Employee Signature

Email Address

Date

\*NOTE: Each of the above costs include an administrative fee paid to the SMART Group VSTD/VLTD Plan and an insurance premium paid to Anthem.

RETURN THIS FORM TO: SMART, Attn: Updating Department, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070

## Applying for the VLTD Bus Plan is easy, too!

### Step 1:

Provide your information in Section I of the application. You will need the following information:

- Name and address,
- Last four digits of your Social Security Number,
- Salary information,
- Local number,
- Date of hire,
- Number of hours worked,
- Employee ID number, and
- Employer name

### Step 2:

Select ONE option from Option A through D that best fits your needs.

### Step 3:

Authorize your application by signing and dating the form. Please provide your email address for further correspondence.

### Step 4:

Mail your completed form prior to September 30, 2015 to:  
SMART  
Attn: Updating Department  
24950 Country Club Blvd.,  
Ste. 340  
North Olmsted, OH 44070

## DONE!

You will be contacted by SMART Transportation Division after we have processed your application. For further information and to review FAQs visit [www.utu.org](http://www.utu.org). Contact your UTUIA field supervisor if you have further questions or call the VLTD hotline at (866) 753-3632.

AnthemLife





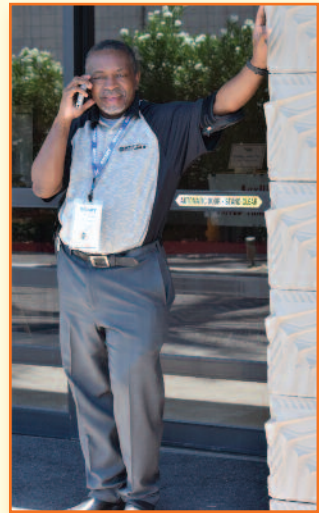
# Your Union - Your Future: Training the Leaders of Tomorrow

## Highlights from SMART Transportation Division 2015 Regional Meetings:

### Phoenix



Attendees of one of the 'State Legislative Board breakout' sessions took time out to gather for a picture with U.S. Rep. Kyrsten Sinema (D - Ariz.) and SMART Transportation Division officers and staff. Sinema (center) was a presenter in the breakout session June 30.



Vice Chairperson (GCA SCL CSX) Billy Moye steps out to handle local business.



Members listen attentively in this bus workshop presented (from left) by Vice President Calvin Studivant, Vice President Adhi Reddy, National Legislative Director John Risch, Alternate Legislative Director Greg Hynes and Rail Safety Coordinator Designated Legal Counsel Larry Mann.



General President Joe Sellers speaks to attendees of the organizing workshop held July 1.



Director of Billing/Audit Marilyn Spangler stands with a representative from the Phoenix Ronald McDonald House as she pulls the winning 50/50 raffle ticket for the drawing held to benefit the organization.



Members of Bus Local 1563 (El Monte, Calif.) presented a plaque for General President Emeritus Joe Nigro, in honor of his service to this union. General President Sellers accepted the plaque on Nigro's behalf. Pictured from left: Transportation Division President John Previsich, General Secretary-Treasurer Rich McClees, Local 1563 President Jamie Delgadillo, General President Joe Sellers and Transportation Division Vice President John Lesniewski.



Arizona State Legislative Director and Local Planning Committee Member Scott Jones welcomes Phoenix meeting attendees at the opening session, June 29.



Ga. SLD Matt Campbell, Kan. SLD Ty Drago and Government Affairs Associate Mac Routh sit together at the Western-theme dinner to discuss legislative issues.



Wyoming State Legislative Director Stan Blake with wife Terri, at the Western-theme dinner June 30.



Local 202 (Denver, Colo.) President DJ Deherrera meets with Colorado State Legislative Director Carl Smith at the welcome reception June 28.

### Providence, R.I.



Providence, R.I. Local Planning Committee members from left: Local 759 Bus Representative Kaleem N. Muhammad, Local 1462 Chairperson John M. Grace, New England States State Legislative Director George T. Casey, New England States Legislative Board Secretary Donald M. Dimauro, Local 1473 President Christopher J. Raimo and Local 898 Legislative Representative Donald W. Wheaton Jr.



Local 1402 Legislative Representative Bill Mathes and Alumni Association Coordinator Carl Cochran show off their union pride with a sign and a smile.



Director of Organizing Rich Ross meets with Alabama State Legislative Director Neil Elders and Assistant General Chairperson Tommy Gholson on his way to his next workshop.



TD President John Previsich, along with Vice President John Lesniewski, present both FRA Administrator Sarah Feinberg (far left) and NMB member Harry Hoglander (middle) with commemorative lanterns at lunch July 14.

Below: In a packed, standing-room-only ballroom, Transportation Division members attentively witness the mock arbitration proceedings as presented by Arbitrator Sidney Moreland, Melissa Beasley (BNSF), Alternate Vice President Danny Young and Alternate Vice President Chad Adams in the Live Arbitration workshop July 14.



Attendees of bus workshop from left (standing): Vice President Calvin Studivant; Alt. Vice President Bus-West Guillermo Rosales, Socorro Cisneros (1607), Local 759 Chairperson Jason Dewitt, GCA RCL General Chairperson Edmond Glover, Debra Franklin (1715), Director of Organizing Rich Ross, International Labor Representative and Organizer Bonnie Morr, GO 301 Community Transportation General Chairperson Drew Webster, Hasson Trent (1715); GCA TMM General Chairperson Craig Patch; GCA TMM Vice Chairperson Gary Moore; GCA TMM Assistant Chairperson Billy Belcher and Alt. Vice President Bus-East Alvy Hughes. Seated from left: GCA RCL Vice Chairperson Bithcer Prophete, Vice President Adhi Reddy, Kecia Jordan (1558), Local 1715 President Bruce Wright, GCA TMD Vice Chairperson Brenda Moore.



Left: Local 1393 President Jeff Marx visits the Operation Red Block booth manned by BLET system coordinator for Operation RedBlock Phillip Young (left) and UTU Operation Red-Block Coordinator Michael Jackson (Local 1374).



State Legislative Directors Matt Campbell (left) and Andres Trujillo (right) stop to chat with National Legislative Director John Risch (middle) at the clam-bake Tuesday evening, July 15.



Socorro Cisneros (Local 1607) voices her opinion in the 'Growing Our Union' bus workshop July 13.



Coordinator of Designated Legal Counsel Steve Young, who is retiring, presents the Railway Labor Act workshop for his final time July 15.



A member asks a question of a presenter in one of the interactive workshops available to attendees of regional meetings.



# Legislative, Alt. Legislative Representative elections planned

Members and SMART Transportation Division local officers are reminded elections for the positions of Legislative Representative and Alternate Legislative Representative are being conducted this autumn by all TD Locals, with nominations to be taken at the October 2015 meetings.

Generally, those eligible for these four-year positions include all members in good standing (including those in E-49 status) who are registered voters in the state in which they reside and whose dues have been paid in a timely manner (in the month preceding the month in which they are due).

All members, as well as local secretaries, are advised to take steps to ensure membership addresses are up-to-date, as federal law requires all members to receive notification via U.S. mail of the elections at least 15 days in advance of the tabulation date. For those Locals conducting these elections by mail, the ballot will serve as the required notice. Addresses can be updated via



the home page of the Transportation Division's website at [www.utu.org](http://www.utu.org) by clicking on the 'Address Change' button on the right side. The SMART Constitution requires all members to keep their addresses up to date with the union.

Copies of Special Circular No. 31, as well as the pamphlet, "How to Hold Elections for Legislative Representative and Alternate Legislative Representatives," both of which offer guidance for these elections, have been distributed to all local presidents and secretaries. Copies can be obtained from the Transportation Division's website at <http://utu.org/secretary-treasurer-forms/>, where a Department of Labor guide on conducting elections is also available, or from the Transportation Division's main office in Cleveland, Ohio.

Nominations meetings should be held by each Transportation Division Local in October 2015, and elections should follow a month later.

Depending on action taken by the membership at the nomination meeting, or provisions of the local's bylaws, elections can be conducted by mail or as floor elections (i.e., walk-in elections at a meeting).

Nominations may be made from the floor at the nomination meeting. Nominations do not require a second. You may self-nominate. Those who cannot attend the nomination meeting can submit a nomination via petition. At least five members eligible to vote shall sign nomination petitions, which should be delivered to the local secretary prior to the nomination meeting or presented at the meeting.

Local secretaries should ensure all members know how to contact them for purposes related to these elections.

For more information, contact the Transportation Division's office in Cleveland, Ohio, by calling (216) 228-9400, by sending email to [president\\_td@smart-union.org](mailto:president_td@smart-union.org), or by writing to SMART Transportation Division, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333.

## FAQs: How to handle election runoffs and vacancies

**Q:** "We currently have more than one Vice Local Chairperson at each of the Local Committees of Adjustment (LCAs). What is the proper procedure for electing multiple Vice Local Chairpersons? And then, how do you determine who is First Vice Local Chairperson?"

**A:** The proper procedure for electing multiple Vice Local Chairpersons involves approaching the ballot according to well-defined positions. In other words, nominations would be taken for First Vice Local Chair, for Second Vice Local Chair, etc., and the ballot would reflect that the voter is choosing from among candidates to fill a particular slot.

With this procedure, the choice of First or Second Vice Local Chairperson has been made by the members of the Local Committee of Adjustment, satisfying the following provision of the SMART Constitution's Article Twenty-One B (21B), Section 81, found at lines 30-31:

"When more than one Vice Chairperson is elected to a Local Committee of Adjustment, the Local Committee shall designate the Vice Chairperson who shall act as required by this paragraph."

### Conducting a run-off election

As in any other election, the possibility of needing a run-off remains, especially where numerous candidates are seeking a position, because a candidate needs a majority of votes for election to the position. (A majority is considered at least 50 percent of the valid cast votes, plus one more valid vote.) Instructions for conducting a run-off election are included in lines 59-70 of Article 21B, Section 57, of the SMART Constitution. Those lines read:

"The candidate receiving a majority of the votes cast for a given office shall be declared elected. If no one (1) of the candidates for a given office receives a majority of the votes cast, another ballot shall be submitted to all eligible voters upon which shall appear only the names of the two candidates receiving the highest numbers of votes cast for that office.

If any number of the candidates for a given office are tied for the highest number of the votes cast, another ballot shall be submitted to all eligible voters upon which shall appear only the names of the candidates receiving the highest number of votes cast for that office.

If one candidate receives the highest number but that number does not constitute a majority of the votes cast for a given office and any number of candidates are tied for the second highest number of votes cast, another ballot shall be submitted to all eligible voters upon which shall appear only the name of the candidate receiving the highest number and the names of the candidates receiving the second highest number of the votes cast for that office."

### How many positions can a candidate seek?

**Q:** "If a Local Chairperson position is up for election, and three people run for the office, can they run for Vice Local Chairperson as well?"

**A:** Candidates can run for as many positions as they want, as long as they are eligible and properly nominated. As an extreme example, a candidate can run for Delegate AND Local Chairperson AND First Vice Local Chair AND Second Vice Local Chairperson AND for LCA Secretary. However, there are certain positions which cannot be held simultaneously.

Restrictions on holding multiple Local Officer positions are outlined in Article 21B, Section 56, of the SMART Constitution, as follows:

"The elective officers of a Local shall consist of a President, Vice President, Secretary and Treasurer, and a Board of Trustees consisting of three members.

By action of a Local, the office of Secretary and Treasurer may be separated and elections held to fill each office. A Local having 50 or more members may create the office of Collector...No member may fill more than one of these elective offices at the same time."

Further, it has been ruled that a member may not serve on more than one Local Committee of Adjustment (LCA) under the jurisdiction of a given General Committee of Adjustment (GCA) at the same time.

During the tabulation, if a particular person running for more than one position is found to have won one of the slots, and the candidate accepts the win, that candidate is removed from all subsequent races in which that candidate's name appears if his election to that second position poses a conflict with Article 21B of the SMART Constitution.

For example, someone elected Local Chairperson cannot then also be elected Vice Local Chairperson. Likewise, someone elected Vice President cannot also be subsequently elected as a Trustee. However, a candidate elected Vice Local Chairperson can remain a viable candidate for the position of Delegate, as there is no conflict in holding both offices.

Where a conflict might exist and a winning candidate's name is withdrawn from races to be subsequently tabulated, various effects manifest themselves:

- In a two-candidate race involving a candidate who already won a position in a previously tabulated contest (and is thus removed from a subsequent race), this can result in the remaining candidate winning by acclamation because the opposition has been removed from the ticket;
- and in a race involving three or more candidates, where one of the candidates is removed from consideration because he/she has won a

position that would conflict with a position in a race yet to be tabulated, this can mean fewer total votes will be counted in the subsequently tabulated race (i.e., votes cast for the candidate who won a conflicting position in an earlier-tabulated race are now set aside and not considered part of the total number of votes cast in a subsequent race), and the majority needed for one of the remaining candidates to win is now mathematically altered.

### Officer vacancies

It also should be noted the position of Vice Local Chairperson differs from the positions of Vice President, Alternate Delegate or Alternate Legislative Representative in a crucial way:

When a Local President resigns, retires, dies or otherwise permanently vacates the office, the Vice President steps up to fill the office for the rest of the term, until the next scheduled election, and a vacancy is thus created in the position of Vice President, which must be filled by an election at the soonest opportunity. (In general, if the next scheduled election for the office exceeds four months, a special election must be held.)

Similarly, if the Delegate resigns, the Alternate Delegate becomes Delegate for the remainder of the existing term and a vacancy exists at Alternate Delegate. Likewise, if the Legislative Representative resigns, the Alternate Legislative Representative becomes the Legislative Representative for the remainder of the existing term, and a vacancy exists at Alternate Delegate.

However, if a Local Chairperson's position is permanently vacated, the First Vice Local Chairperson steps into the role of Acting Local Chairperson on a temporary basis — not for the remainder of the term. Article 21B, Section 81, calls for an election to be held to fill the vacant Local Chairperson position.

After that special election, the Acting Local Chairperson steps back into his elected role as (First) Vice Local Chairperson. Of course, the Acting Local Chairperson can also run for the Local Chairperson position, and if he or she wins, then a vacancy is created in the office of Vice Local Chairperson.

### Have questions about upcoming elections?

Visit [utu.org](http://utu.org) for more information. Go to <http://utu.org/secretary-treasurer-forms> to view valuable information on elections such as:

- Special Circular No. 31
- How to hold elections
- Dept. of Labor guide to conducting local union officer elections.

Have further questions? Call us at (216) 228-9400 or email [president\\_td@smart-union.org](mailto:president_td@smart-union.org).



# Transportation Division policy concerning fees objectors

1. Any person covered by a UTU, now SMART, union shop or an agency shop agreement in the United States who elects to be a non-member has the legal right to object to political and ideological expenditures not related to collective bargaining, contract administration, or other activities germane to collective bargaining. Each non-member who objects shall pay the reduced fees.

**To the extent permitted by law, a non-member cannot participate in union elections as a voter or as a candidate; attend union meetings; serve as delegate to the convention, or participate in the selection of such delegates; or participate in the process by which collective bargaining agreements are ratified.**

2. The objecting non-members shall provide notice of objection by notifying the President, Transportation Division of the objection by first-class mail postmarked during the month of September preceding the calendar year to which s/he objects, or within thirty (30) days after he/she first begins paying fees and receives notice of these procedures. The objection shall contain the objector's current home address. Once a non-member objects, the objection shall stand until revoked. Objections may only be made by individual employees. No petition objections will be honored.

3. The following categories of expenditures are chargeable:
- a. All expenses concerning the negotiation of agreements, practices and working conditions;
  - b. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the craft or class (or bargaining unit) or employer representatives regarding working conditions, benefits and contract rights;
  - c. Convention expenses and other union internal governance and management expenses;
  - d. Social activities and union business meeting expenses;
  - e. Publication expenses to the extent coverage is related to chargeable activities;
  - f. Litigation expenses related to contract administration, collective bargaining rights, and internal governance;
  - g. Expenses for legislative and administrative agency activities to effectuate collective bargaining agreements;
  - h. All expenses for the education and training of officers and staff intended to prepare the participants to better perform chargeable activities;
  - i. All strike fund expenditures and other costs of economic action, e.g., demonstrations, general strike activity, informational picketing, etc., that benefit members of the bargaining unit or craft formerly represented by UTU, now SMART.

4. SMART shall retain a certified public accountant to perform an independent audit of the records of the Transportation Division and subordinate units maintained by the President, Transportation Division. The Transportation Division shall designate an analyst for the purpose of determining the percentage of expenditures that fall within the categories specified in Section 3. The amount of the expenditures that fall within Section 3 shall be the basis for calculating the reduced fees that must be paid by the objector. The analyst shall also give an opinion concerning the adequacy of the escrow amounts maintained pursuant to Section 17, and later will verify the existence and the amounts of money in any escrow accounts.

## Percentage of chargeable fees determined by analyst for calendar year 2014

<b>Transportation Division*</b>	68.2 percent
<b>State Legislative Boards</b>	
LO 005 California <sup>1</sup>	72.6 percent
LO 035 New York <sup>2</sup>	94.0 percent
LO 028 Missouri <sup>3</sup>	39.5 percent
Unreviewed boards <sup>4</sup>	0.0 percent
<b>General Committees</b>	
GO 001 BNSF	98.2 percent
GO 927 Union Pacific <sup>5</sup>	96.5 percent
Unreviewed committees <sup>6</sup>	99.6 percent

*\* Estimate; final ratio forthcoming.*  
*<sup>1</sup> Calculated by applying the lowest of previous reviews of the applicable legislative board providing the board has had eight or more reviews.*  
*<sup>2</sup> Estimate based on First, Second and Third Quarter reports; final ratio forthcoming.*  
*<sup>3</sup> Estimate based on Third and Fourth Quarter reports; final ratio forthcoming.*  
*<sup>4</sup> Unreviewed state legislative boards will have a 0 percent chargeable percentage applied to new objectors.*  
*<sup>5</sup> Estimate based on First and Fourth Quarter reports; final ratio forthcoming.*  
*<sup>6</sup> Unreviewed general committees will have the historical average of chargeable percentages of audited general committees, which is 99.6 percent, applied to any new objectors.*

5. The analyst shall complete the report no later than August 31. This report shall include an analysis of the major categories of union expenses that are chargeable and non-chargeable.
6. Each person entitled to receive the analyst's report may challenge the validity of the calculations made by the analyst by filing an appeal with the President, Transportation Division. Such appeal must be made by sending a letter to the President, Transportation Division postmarked no later than thirty (30) days after issuance of the analyst's report.
7. After the close of the appeals period, the President, Transportation Division shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated. The AAA shall appoint an arbitrator from a special panel maintained by the AAA for the purpose of these arbitrations. The AAA shall inform the President, Transportation Division and the appellant(s) of the arbitrator selected.
8. The arbitration shall commence by October 1 or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the need for an informed and expeditious arbitration.
9. Each party to the arbitration shall bear their own costs. The appellants shall have the option of paying a pro-rata portion of the arbitrator's fees and expenses. The balance of such fees and expenses shall be paid by the Transportation Division.
10. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be the official record of

the proceedings and may be purchased by the appellants. If appellants do not purchase a copy of the transcript, a copy shall be available for inspection at the Transportation Division during normal business hours.

11. Appellants may, at their expense, be represented by counsel or other representative of choice. Appellants need not appear at the hearing and shall be permitted to file written statements with the arbitrator instead of appearing. Such statement shall be filed no later than fifteen (15) days after the transcript becomes available, but in no case more than thirty (30) days after the hearing closes.

12. Fourteen (14) days prior to the start of the first hearing, appellants shall be provided with a list of all exhibits intended to be introduced at the hearing and a list of all witnesses intended to be called, except for exhibits and witnesses that may be introduced for rebuttal. On written request from an appellant, copies of exhibits (or in the case of voluminous exhibits, summaries thereof) shall be provided to them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

13. The Transportation Division shall have the burden of establishing that the reduced fees set forth in the analyst's report are lawful.

14. If the arbitrator shall determine that more than one day of hearings is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case more than thirty (30) days after the hearing closes. The arbitrator shall issue a decision within forty-five (45) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

15. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arithmetic basis for such decision.

16. If an objector receiving an advance reduction wishes to continue the objection, he/she shall continue to pay the reduced fees that he/she is currently paying until the analyst issues the report. As soon as possible after the issuance of the analyst's report, he/she shall pay the amount of the reduced fees calculated by the analyst. Persons objecting for the first time shall be sent a copy of the report prepared by the analyst for the previous year and shall pay the reduced fees as soon as possible.

17. Each month thereafter for all objectors, an amount shall be put in an interest-bearing escrow account equal to 25 percent of the reduced monthly fees, or such other greater amount as the analyst may recommend. All objectors from the previous year shall be paid the amount of non-chargeable money that is in the escrow account as determined by the analyst's report as soon as practicable after its issuance. The appropriate unit of the Transportation Division shall not, however, take its portion of the monies in the escrow account until fifteen (15) days after the conclusion of the period within which an objector may appeal the report of the analyst, or upon the issuance of the decision of the arbitrator, whichever is later.

18. When the decision of the arbitrator is announced the monies remaining in the escrow account shall be distributed in accordance with the decision.

# Senate Commerce Committee approves rail reforms

The U.S. Senate Committee on Commerce, Science, and Transportation June 25, on a voice vote, approved the bipartisan "Railroad Reform, Enhancement, and Efficiency Act," sponsored by Sens. Roger Wicker (R-Miss.) and Cory Booker (D-N.J.), with seven amendments. The measure improves rail safety, reauthorizes Amtrak services and improves existing passenger rail infrastructure. It also leverages private sector investment, empowers states and cuts red tape to make critical infrastructure dollars go further.

Commerce Committee chairman Sen. John Thune (R-S.D.) said, "First and foremost, this legislation enhances safe travel by helping implement Positive Train Control technology, grade crossing improvements, requiring inward facing cameras to monitor crews on passenger trains and other safety measures. The committee's vote puts passenger rail service on a more sustainable course by focusing resources on the most critical infrastructure improvements, streamlining burdensome processes to accelerate project delivery and demanding more accountability in Amtrak's accounting structure and investment decisions."

The legislation authorizes Amtrak for the next four years at an average \$1.65 billion a year. Additionally, \$570 million in grant funding is authorized every year, highlighted by a grant program that consolidates previous separate, siloed authorizations into a streamlined, competitive program. These competitive grants would go toward programs related to capital improvements, alleviating rail congestion, improving grade crossings, implementing Positive Train Control and other safety and infrastructure projects.

## Highlights of S. 1626, as amended and approved by the committee:

### Enhancing Safety

- **Positive Train Control** – Advances deployment of Positive Train Control technology by authorizing grants and prioritizing loan applications to support its implementation.
- **Inward Facing Cameras** – Building on voluntary efforts by Amtrak, the bill requires all passenger railroads to install inward-facing cameras to more effectively monitor train

crews and to improve accident investigations.

- **Grade crossings** – Requires grade crossing action plans to facilitate and improve state grade crossing safety efforts through engineering, education and enforcement.
- **Speed limit enforcement** – Requires speed limit action plans to require all passenger railroads to evaluate high-risk track segments and address automatic train control modifications, crew communication and other speed enforcement issues. This measure is complemented by other requirements for signage and alerters.
- **Close call reporting** – Encourages the use of confidential close call reporting system programs to identify hazards before they lead to accidents.
- **Focusing resources on safety** – Consolidates existing grant programs to focus resources on the most critical safety and infrastructure improvements.
- **Indexing the liability cap to inflation** – Adjusts passenger rail liability cap for inflation from its 1997 level, from \$200 to \$295 million, adjusts it every 10 years for inflation, and applies the revised cap to the Amtrak accident on May 12, 2015.

### A Sustainable Course for Passenger Rail

- **Leveraging competition** – Requires the Department of Transportation (DOT) to solicit and facilitate competition from carriers other than Amtrak to improve service and reduce subsidy costs.
- **TRAIN Act** – Includes provisions offered Sen. Roy Blunt (R-Mo.) in the TRAIN Act (S. 769) to streamline the permitting process for rail improvements to cut red tape on critical infrastructure projects.
- **Reliable business metrics** – Requires Amtrak to develop methodologies for determining what routes and services it should provide.
- **Fiscally sustainable routes** – Establishes a working group for the restoration of passenger rail service east of New Orleans and creates a competitive grant program for fiscally-sustainable routes, potentially includ-

ing the restoration of service abandoned after Hurricane Katrina.

### Improving the Northeast Corridor

- **Separating Amtrak's business accounts** – Reforms Amtrak by requiring the separation of business line accounts, facilitating greater re-investment in Amtrak infrastructure, including the Northeast Corridor.
- **Greater role for states** – Gives states greater say in infrastructure planning and improvements on the Northeast Corridor and with state-supported routes.

• **Private sector investment opportunities** – Includes provisions from Sen. Booker's Railroad Infrastructure Financing Improvement Act (S. 797) to make the Railroad Rehabilitation & Improvement Financing program faster and more flexible. With changes from Sen. Mark Kirk (R-Ill.), the bill would better leverage private sector investment, including through public-private partnerships, while simultaneously protecting taxpayer interests. The reforms have the potential to accelerate major projects such as new Hudson River tunnels or improving rail service and stations in and around Chicago and other areas served by rail. In addition, S. 1626 solicits private sector proposals to enhance economic development of rail stations and increase commercial opportunities for railroad right-of-way.

### Sharing the rails with freight

- **Crude-by-rail** – Strengthens crude-by-rail safety standards by requiring thermal blankets under tank car jackets to reduce the risk of rupture in a collision or derailment, closing a potential loophole in DOT regulations. The reforms also improve emergency response by requiring real-time information on the locations and contents of trains carrying hazardous materials.
- **Study and Testing of ECP Brake Technology** – While installation of new electronically-controlled pneumatic (ECP) brakes moves forward, the bill requires real-world testing by the National Academies and a Government Accountability Office (GAO) study on pilot program testing. The provision requires DOT to consider the results of this testing and study.





UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

# Landfall Travel offers two new tours for 2016

Landfall Travel - the official travel agency of the UTU Alumni Association - is offering two new trips for 2016: a train tour across Switzerland and a river cruise along the upper Mississippi River.



Take an exotic nine-day train tour across Switzerland with Cosmos Tours Sept. 23 - Oct. 1, 2016. Marvel at spectacular scenery from the first-class carriages of the Swiss train network. Your journey begins in Zurich, where you will travel to your next stop of Lucerne where you will spend the night. Travel through breathtaking mountain pastures and quaint villages before reaching your next stop where you will spend the night at Lausanne on Lake Geneva. Next you'll travel to Zermatt and then on to St. Moritz. Your travel ends back where you started in Zurich.

Starting price is \$2359.00 per person and the rate includes most meals. Pre- and post-tour stays

are optional for those interested. Airfare is not included and rates are subject to change.

For those who prefer to stay in the United States, travel with the America Queen Steamboat Company on the largest steamboat ever built, the American Queen. Your journey begins October 2, 2016 with an overnight stay in St. Louis, where you'll awaken refreshed and ready for your October 3 - 10 cruise. You'll sail away from Alton, Ill. (near St. Louis) and stop along the way in Mark Twain's home town of Hannibal, Mo. Next, visit the city of Clinton, Iowa where you'll get a chance to explore the history of this fascinating river town. Explore the many historic sites of Iowa's oldest city of Dubuque next. A stop in La Crosse, Wis. is the final stop on your itinerary before your journey ends in Red Wing, Minn. (near St. Paul, Minn.) on day nine of your journey.



Rates start at \$1874.25 plus \$149 port tax per person for an inside cabin. This rate is based on double occupancy. Rates and availability are subject to change. Landfall Travel requires a deposit of \$500 per person to hold your place on board.

Interested parties can contact Landfall Travel directly at (440) 799-8977 or toll-free at (800) 835-9233 for more information. All members are welcome. You do not have to be a member of the Alumni Association to enjoy these travel opportunities.

## 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, etc., we would like to hear about it. 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 be sent by mail to SMART Transportation Division, SMART TD News, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333.

## Local 1908 General Chairperson Dale McClain, 59, passes away

Dale W. McClain, 59, of Buffalo, N.Y. died of cancer June 11 at a nursing home in Buffalo, N.Y. McClain hired out with First Student Inc., and was a member of Local 1908 (Buffalo, N.Y.) since 1990.

McClain served her union in various positions since 2011 when she was voted in as local delegate. In April 2011, McClain became local chairperson for Local 1908 and also General Chairperson for First Student GCA NSB. She served in the position of General Chairperson for two terms. She held all three positions at the time of her passing. McClain also served First Student as a trainer.

"She was considered one of the top school bus drivers in New York state," Vice President Calvin Studivant said.

## Local 1760 Member Michael Grabowski retires after 41 years of service



Grabowski, in the cab of locomotive 5264 on his last day of service at the Rougemere yard (Detroit) on Job Y122.

Local Chairperson Donald Roach reports that Michael Grabowski of Local 1760 (Detroit, Mich.) retired from CSX after 41 years of service, March 17, 2015. Grabowski hired out with CSX

Engineering track department in August of 1973 and transferred two months later into Transportation.

Grabowski has been an active member of the UTU and SMART Transportation Division since January 1, 1974. He was an active contributor to UTU PAC and tried to stay politically involved.

"If it wasn't for the union and what our parents and grandparents fought for, I'm not sure where we would be today," Grabowski said. "I plan to stay politically active in my retirement."

Right: Grabowski performs a switching operation one last time. Photos courtesy of LC's Don Roach and Ken Jones.



## 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 SMART TD 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
5	Walker, Earl J.	Kansas City, Mo.	659	Dowden, Joseph R.	Anacoco, La.	1393	Susmarski, Harry E.	Buffalo, N.Y.
60	Curran, Cornelius F.	Elmwood Park, N.J.	662	Burnette, John P.	Gloucester, Va.	1409	Stone, Jon L.	Mission, Texas
78	Beebe, Harold F.	Pocatello, Idaho	662	Smith Sr., Earl J.	Burkeville, Va.	1438	Garcia, Rick	Detroit, Mich.
94	Richardson, James T.	Liberty, Mo.	756	Marbach, John W.	Keller, Texas	1445	Skeans, James P.	Oroville, Calif.
199	Lauffer, Fred L.	Creston, Iowa	792	Barrier, Manley W.	Cleveland, Ohio	1477	Underwood, Herschel	Chesterfield, Mich.
219	Bailey, Charles L.	Keokuk, Iowa	816	Edwards, R. C.	Carlisle, Pa.	1505	Elliott, Carroll E.	Walla Walla, Wash.
219	Johnson Jr., Everette W.	Center, Mo.	816	Long, Lewis S.	Mechanicsburg, Pa.	1518	Bennett, Robert E.	Marshall, Ill.
240	House, Raymond R.	Youngstown, Ohio	835	Hobbs, Curtis W.	Bakersfield, Calif.	1518	Hemmerlein, Richard L.	New Palestine, Ind.
240	West, Douglas L.	Ontario, Calif.	845	Voigt, William D.	Sagle, Idaho	1524	Hatler, John N.	Friendswood, Texas
257	Skorheim, Harold M.	Huron, S.D.	854	Johnson, Bruce B.	Smithfield, Va.	1548	Sawyer, Charles E.	Loveland, Ohio
292	Duprau, Lloyd B.	Utica, N.Y.	891	Hull, A. F.	Whitefish, Mont.	1557	Thompson, Charles H.	South Fulton, Tenn.
298	Edwards, Arthur R.	Kokomo, Ind.	924	Ayscue, William C.	Chester, Va.	1637	Miller, Charles L.	Vancouver, Wash.
305	Layton, Harlan D.	Lincoln, Neb.	1000	Martin, Michael B.	Backus, Minn.	1713	Bolyard, Wilber C.	Everett, Wash.
306	Mitchell, Melvin L.	Cottonwood, Ariz.	1011	Tucker, K. E.	Polkton, N.C.	1928	Ackerman, Thomas R.	Dover, Ohio
376	Durnal, Robert J.	Bloomington, Ind.	1053	Tate, James L.	Selma, Ala.	1962	Miller, George W.	Duluth, Minn.
426	Gertson, W. L.	Tucson, Ariz.	1074	Cunkelman, Walter O.	Clarksburg, Pa.	1972	Williams, Patrick E.	Huntingdon, Tenn.
446	Buster, Donald C.	Cheyenne, Wyo.	1083	Black, Russell R.	Villa Grove, Ill.	1976	Moe, Robert D.	Minneapolis, Minn.
524	Darington, L. R.	Fairfield, Texas	1172	Wade, Lindy C.	Princeton, W.Va.	1978	Cavanagh Jr., Eugene T.	Rockville Centre, N.Y.
598	Greer Sr., James N.	Mobile, Ala.	1289	Law, Wilson H.	Jenks, Okla.	6666	Zanath, Robert J.	Seven Hills, Ohio
627	Whitehead, Robert N.	Republican City, Neb.	1379	Kominsky, Michael	Pittsburgh, Pa.			
631	Yoder, David L.	Hagerstown, Md.	1393	Meyers, Edward L.	Hamburg, N.Y.			



# TD President Previsich, staff visit Local 1785

SMART Transportation Division has a renewed focus on all of its bus locals. It is important that the bus members enjoy the full support of this entire union.

It is the intent of the SMART Transportation Division to build that support by improving relationships with the bus department and by making sure their concerns are being heard and addressed.

One such local recently underwent a transition into new leadership.

In a show of support for and recognition of Local 1785 (Santa Monica, Calif.) and its members June 2, 2015, a delegation of SMART TD officers personally attended Big Blue Bus Local 1785's meeting in Santa Monica, Calif.

While there, officers listened to and addressed numerous issues affecting Local 1785 and made plans with the membership and its leadership for the future success of this bus local.

Included in that delegation were: SMART TD President John Previsich; TD Vice President John England; Bus Department Organizer Bonnie Morr and TD Administrative Assistant to the President Jeff Brandow.



*Pictured from left: Aishon Overton, Anthony Fuller, Christine Ivey, GCA SMB Secretary Paul Hewitt, TD Vice President John England, Local Trustee Gi-Gi Myers, Local S&T Penny Miller, Bus Department Organizer Bonnie Morr, TD President John Previsich, Local Trustee Kelester Jackson, Vice Local President Eric Dixon, Legislative Rep. Alfredo Escobedo, Local President Erskins Robinson, General Chairperson Javier Sanchez and TD Administrative Assistant to the President Jeff Brandow.*

**Javier Sanchez** is the new General Chairperson and **Eric Dixon** is the new Vice General Chairperson for GCA SMB (Santa Monica Bus Lines).

**Penny Miller** is the new local secretary and treasurer. Miller recently attended a Secretary and Treasurer's Workshop held at the Cleve-

land office.

The knowledge and expertise that she gained at the workshop will help to provide the local with a strong financial future.

Sanchez, Dixon and Miller were all in attendance when Transportation Division officers and staff visited the local.

They represent part of a new leadership, with a fresh start, that will help to lead their local moving forward.

Through this visit by the delegation, and in so many other ways, it is evident that the intent of SMART TD is to build support and relationships with all of its bus locals.

President Previsich has stated his desire to visit all of the bus locals represented by SMART Transportation Division as soon as time permits. This will ensure that they remain viable and strong now and well into the future.



*Local President Erskins Robinson discusses an issue with TD Administrative Assistant to the President Jeff Brandow.*



*Local President Erskins Robinson (left) passes the gavel to GCA SMB General Chairperson Javier Sanchez (middle right) while Secretary Penny Miller (middle left) and GCA SMB Vice Chairperson Eric Dixon (far right) look on.*



*Below: members sign in at their local meeting after a long day of work.*



*Left: Neishay Springfield listens at the local meeting.*



*Above: Local Trustee Oscar Mayen signs-in.*



*Below: members listen intently to a presentation being made by SMART TD officers at their local meeting.*





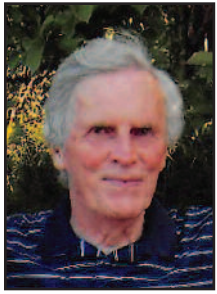
## Rail Safety Alert: crew induced emergency brake use

*Continued from page 1*

- **301.2:** If the locomotive operator fails to control the train in accordance with authorized speed, other crewmembers must take action to ensure the safety of the train. When train speed exceeds authorized speed by: (a.) Less than five mph, other crewmembers must direct the locomotive operator to slow the train to authorized speed, or (b.) five mph or more, other crewmembers must direct the locomotive operator to stop the train and immediately report the occurrence to the proper authority. The train must not proceed until released.
- **301.3:** Make an emergency air brake application to stop the train if the: (a.) automatic braking system fails to respond as expected, or (b.) locomotive operator fails to take action when the train is required to stop or (c.) locomotive operator becomes incapacitated. (This is Safety Alert #10 in a series of alerts posted by the SMART Rail Safety Task Force.)

## General Chairperson William A. Beebe passes away

Amtrak General Chairperson (GO 663) and Connecticut State Legislative Director **William A. "Bill" Beebe**, 86, died June 29, 2015.



Beebe

Beebe served more than 60 years as a union representative to the Brotherhood of Railroad Trainmen (BRT), the United Transportation Union (UTU) and the SMART Transportation Division. In June 2014, at the first convention of the SMART Transportation Division in San Diego, SMART Transportation Division President John Previsich called attention to Beebe's accomplishments, noting he had served as general chairperson for 38 years, attended his first convention as a delegate for the BRT in 1964 and was attending his 14th convention as a delegate. He was a delegate to every convention since the formation of the UTU.

A member of Local 1361 in New Haven, Conn., and an active participant in the unification movement that led to the establishment of

the UTU, Beebe was born Jan. 15, 1929. He joined the U.S. Army in 1946, and later attended college at the University of South Florida and at Southern Connecticut State University, where he earned a bachelor's degree and a teaching certificate.

He was an avid handball player at the New Haven YMCA, and played tennis into his seventies. He was also a minor league pitcher in the Drummond Baseball League during the early 1950s.

Beebe hired out in 1951 with the New York, New Haven and Hartford Railroad in the mail and baggage department. On May 29, 1953, he transferred into operations as a brakeman, joining BRT Lodge 937 (now SMART Transportation Division Local 1361) on Aug. 1, 1953.

Beebe first took union office Jan. 1, 1954, as local committee of adjustment secretary for BRT Lodge 937. He was elected vice local chairperson in 1957, and became local chairperson in 1962. Serving as local chairperson and Connecticut state legislative director from 1964 to 1976, he was elected general chairperson on the former New Haven and Hartford Railroad in 1976.

In 1983, Beebe led UTU-represented Metro North Railroad employees through a six-week strike that resulted in a groundbreaking agreement that became the benchmark for commuter rail contracts that SMART Transportation Division members benefit from to this day. In addition to serving as general chairperson and Local 1361 delegate and trustee, Beebe was elected as Connecticut state legislative director in 2005, a position he held until his death.

Beebe was known to keep the most current union contract with him at all times, in the event that someone asked about contractual provisions.

Beebe's wife, Felicia, died in 2001. He was predeceased by his brothers, Phillip, Earl and Norman; a sister, Eila Talbot; and parents Earl and Margaret (Lewis) Beebe. He's survived by his daughter, Suzanne Griffiths; her husband Owen; two granddaughters, Celeste and Carys Griffiths and many nieces and nephews.

Memorial contributions can be made to Connecticut Food Bank, P.O. Box 8686, New Haven, CT 06531.

## A new, cleverly-named attack on unions

Republicans, led by the senior member of the Senate, Utah's Orrin Hatch, announced they will make another attempt to pass the anti-union "Employee Rights Act," which has failed in previous attempts due to Democratic control of the Senate. If passed, the bill would be the first major reform of federal labor law in over 60 years and includes changes that would cripple unions.

The "Employee Rights Act" has 16 co-sponsors in the Senate and 31 co-sponsors in the House of Representatives, all of whom are Republicans.

The bill would force new requirements on workers seeking to organize a union, make it easier for unions to disband and limit political contributions from unions. Workers would have to

vote to reaffirm that the union stay in place once a company's turnover reaches 50 percent. The legislation would also require a secret ballot election before organizing and before authorizing a strike. Card check and pre-hire agreements would both be eliminated.

In addition, the bill would naturally also strike down recent changes made by the National Labor Relations Board (NLRB) which allow unions to hold elections within 11 days of initially announcing intent.

Groups helping push this badly-crafted legislation include the Koch-funded *Tea Party* and *The Center for Union Facts* which has been pushing an uncited claim that seven percent of American workers have voted for a union in their workplace. This would assume that every American worker has had the chance to vote in a union election.



## SMART needs your photographs for UTU Alumni Association calendar

The SMART Transportation Division is seeking quality railroad, bus and airline photos, taken by its members, for placement in its annual calendar and other uses.

The calendar is mailed annually to members of the UTU Alumni Association as one of the benefits of Alumni Association membership.

High-resolution digital photographs should be emailed to "news\_TD@smart-union.org."

Printed photographs should be mailed to SMART TD News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333. To be considered in the 2016 calendar, photos must be received by Oct. 1.

Be sure to include the photographer's name and local number, the name(s) of the person(s) in the photograph (left to right) and any other pertinent information, such as the date and location where the photograph was taken.

Due to federal or state regulations or company restrictions on employees' use of personal electronic devices, including cameras, on company property or while on duty, all members are advised to always follow their employers' guidelines on the use of such devices.

All members whose photographs are selected for use in the calendar will be named underneath the picture and will also receive copies of the calendar.

For more information about the UTU Alumni

Association, visit the SMART TD homepage at [www.utu.org](http://www.utu.org). From the pulldown menu under "About UTU" at the top center of the homepage, select "UTU Alumni Association."

Retired UTU members, as well as those individuals nearing retirement or interested in pension and other issues affecting transportation-labor families, are invited to participate in this voluntary program.

All photographs submitted become property of SMART Transportation Division.



2015 SMART Transportation Division calendar cover



Pictured from left are General Secretary-Treasurer Rich McClees, Sheet Metal (SM) General Chairman John McCloskey, Sen. Chris Coons, General President Joe Sellers and SM Assistant Director of Governmental Affairs Stephen Dodd outside of the First Quadrennial General Committee Convention in Baltimore.

## Sen. Coons speaks at SM First Quadrennial General Committee Convention

U.S. Sen. Chris Coons (D-Del.) spoke at the SMART Railroad and Mechanical First Quadrennial General Committee Convention, held in Baltimore on June 23-25.

Sen. Coons, who was a New Castle County Executive, holds a long-time close relationship with Sheet Metal Local 19 Business Agent **Joe Schorah** (Building Trades) and SMART Rail and Mechanical Local 526.

He continues to champion railroad safety issues as a member of the U.S. Senate, along with a boost in infrastructure spending that will benefit members throughout the union.





# UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION



## NOTICE OF PRIVACY POLICY

The reason we collect information about you is to better serve your needs. Having accurate information permits us to provide you with an appropriate range of insurance products.

The non-public personal information that we collect about you varies according to the products, services or benefits you request, and may include:

- Information we receive from you on applications or other forms, such as name, address, social security number, assets and income;
- Information about your transactions with us, our affiliates or others, such as name, address, social security number, policy coverage, premiums and payment history;
- Information we receive from consumer reporting agencies, such as a credit history. We may share the above non-public personal information we have about you with the SMART Transportation Division.

Sharing this information assists us in:

- Processing the payment of your insurance premiums;
- Maintaining your insurance policies in force;
- Providing you with better customer service.

We may share the above non-public personal information we have about you with persons or companies that perform services on our behalf and to other financial institutions with which we may have joint marketing agreements. We may share this non-public personal information with affiliated or non-affiliated third parties as permitted by law. We do not disclose personal medical information about you except as permitted by law or as you may authorize.

We restrict access to non-public personal information about you to those employees who need to know that information in order to provide products or services to you. We maintain physical, electronic and procedural safeguards to guard your non-public personal information. This privacy policy applies even if you no longer have any policies or a relationship with us.

### SMART Members' Journal goes digital

Earlier this year, SMART polled members on outreach today and in the future, asking what information you want and how you want to get it.

Many of us are regular users of online media and prefer keeping up-to-date via digital channels through social media, text and email rather than by postal mail or word-of-mouth.

SMART has robust websites and Facebook



pages 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 to keep members informed at all times.

That's why the General Executive Council approved the next move into our digital world: giving members the option of online-only delivery of our periodicals,

starting with The Members' Journal.

By visiting and filling out the form at [www.smart-union.org/godigital](http://www.smart-union.org/godigital): you'll receive an email every time we post the new issue of the Journal, weeks before copies are mailed.

Sign up for your online copy of The Members' Journal today at:

[www.smart-union.org/godigital](http://www.smart-union.org/godigital).

## UTU Insurance Association has BIG News!

### Our NEW Final Expense Plan offers Peace of Mind to you and your family

You've worked hard to provide for your family and they count on you to make the right financial decisions with their best interests in mind.

UTUIA's Final Expense Plan offers Permanent Whole Life Insurance for people over the age of 50. This affordable plan builds cash value, offers guaranteed level premiums and your benefits never go down!

With three levels of coverage, even with pre-existing conditions, we may have a plan for you.

Applying for coverage is quick and easy:

- simplified underwriting
- no physical exam
- no bloodwork

Ensure that you and your family can enjoy the peace of mind that only comes from knowing that you have done the proper planning.

To receive additional information on our new Final Expense Plan, email [sales@utuia.org](mailto:sales@utuia.org), visit our website at [www.utuia.org](http://www.utuia.org) or complete the attached form and send it to the address listed.

**For information on other products the  
UTUIA has to offer,  
Please visit our  
NEW and IMPROVED  
website at [www.utuia.org](http://www.utuia.org).**



#### Information, please

I would like more information on UTUIA's Final Expense Plan.

Please print

Full name	Date of birth	SMART TD Local	
Address	City	State	ZIP
Telephone number with area code		Sex: <input type="checkbox"/> Male <input type="checkbox"/> Female	

Complete and mail to: UTUIA Sales Dept., 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 retired switchman and member of Local 1770 out of Los Angeles, Calif., **Ike Varon** while on vacation. "I took this photograph while on an Alaskan cruise in June. This train is part of the White Pass & Yukon Railway. This narrow-gauge train was built during the Klondike Gold Rush in 1898 and travels 40 miles roundtrip from Skagway to the summit of the White Pass."

## President Obama announces PEB 248 in NJT dispute

President Obama signed an Executive Order July 15 creating Presidential Emergency Board 248 (PEB) to investigate and to make recommendations for settlement of the current disputes between New Jersey Transit and the New Jersey Transit Rail Labor Coalition of which SMART is a part.

Appointees to the Board were Dr. Elizabeth C. Westman as Chair, Barbara Deinhardt and Ann Kenis as members. PEB 248 began July 27 and went through July 31.

SMART Transportation Division's New Jersey Transit General Committee of Adjustment GO 610 representing conductors and trainmen; Northeast Passenger General Committee of Adjustment GO 340 representing yardmasters; and SMART Sheet Metal Mechanical and Engineering Local 396 representing mechanical workers are part of the New Jersey Transit Rail Labor Coalition. The Coalition is made up of 100 percent of the rail unions on New Jersey Transit property.

"The true symbol of unionism is when all rail labor on the

New Jersey Transit stood side-by-side in PEB 248 to achieve a fair agreement," wrote Vice President Doyle Turner.



Pictured from left: GO 340 Local Chairperson Kevin Quinn, GO 610 Vice Local Chairperson Eugene Ruocchio, GO 610 General Chairperson Steve Burkert, GO 340 General Chairperson Michael Miele, Sheet Metal General Chairman Mechanical John McCloskey, Sheet Metal Chairman Local 396 Joe Persaud, SMART TD Vice President Doyle Turner and TD Associate General Counsel Erika Diehl-Gibbons.

The PEB issued its report and recommendations to President Obama August 14.

Look for PEB 248's findings in next month's issue.

## Inside this issue of SMART Transportation Division News:



Long-term disability enrollment began June 29. See pages 1, 6 and 7.



UTUIA honors Volunteer of the Year at Providence meeting. See page 3.



Picture highlights of the Phoenix and Providence regional meetings. See pages 8 and 9.



President Previsich visits Big Blue Bus Local 1785. See page 13.