

SMART[®]

Transportation Division News

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

Yardmaster Council convenes at TD headquarters



National Legislative Director John Risch (standing) makes a presentation at the Council of Yardmaster General Chairpersons meeting held at TD headquarters in April. Pictured from left (front row): Ohio State Legislative Director Stu Gardner, Ohio Assistant State Legislative Director Ralph Leichter, Vice President Doyle Turner, CSX GO 247 General Chairperson Joseph Buerger and Vice President Jeremy Ferguson. Back Row: Vice President James Cumby, UP GO 343 1st Vice General Chairperson Robby Robelot, CSX GO 342 General Chairperson Robert Keeley and SOO Line GO 256 General Chairperson Chris Bartz.



SMART TD General Counsel Kevin Brodar (left) and SMART TD President John Previsich answer questions at the meeting.

Two-person crew comment period extended

The Federal Railroad Administration (FRA) announced that they are extending the comment period on the proposed two-person crew rule until June 15, 2016. The comment period originally expired Monday, May 16.

The FRA is also planning to schedule a public hearing in the near future to hear comments and to discuss further development of the regulation.

A notice will appear in the Federal Register (and on smart-union.org/td) announcing when the hearing will occur.

SMART Transportation Division encourages every member, officer and family member to make a comment on this proposed rule.



Members are also encouraged to approach your local and state representatives, and community first responders to comment as well.

Visit <https://www.regulations.gov/#!submit-Comment;D=FRA-2014-0033-0945> to comment on the proposed rule.

Ill. county passes resolution supporting proposed two-person crew rule

By SMART TD Illinois State Legislative Director Robert W. Guy



Guy

JOLIET, Ill.—A coordinated effort among SMART TD and SMART Sheet Metal workers led to the passage of a resolution in support of FRA's proposed two person crew rule by the Will County Board.

The resolution passed unanimously at the regular meeting of the Will

County Board after passing unanimously out of the Legislative Committee April 12.

"When FRA announced its Notice of Proposed Rulemaking for two person crews, SMART TD State Directors were encouraged to garner support for the pending rule," said SMART TD Illinois State Director **Robert W. Guy**.

"What better way to show support than by having a rail-intensive community pass a resolution in support of FRA's proposed rule and submitting it as part of the docket," Guy said.

The strong relationship between our Illinois members of SMART TD and SMART really paid off in this effort.

"Once we got our marching orders from our national legislative office I met with Don Moran," Guy said. "Brother Don is a Business Representative for SMART Local 265 out of Carol Stream, but also serves on the Will County Board.

"When I briefed Don on the pending rule he immediately saw the potential negative implications for his community should rail carriers be allowed to operate trains with a lone crew member. He was more than happy to introduce and shepherd through the supportive resolution.

"The overwhelming support for the resolution is a testament to Don's hard work," Guy said. "We owe a big thank you to Don and his colleagues on the Board.

"The ground work that Don accomplished really showed when I addressed the Board at their meeting last week. After explaining what the proposed rule would do the Board passed the resolution unanimously."

That local support should weigh heavily on FRA when they consider all comments received in regards to the proposed rule. It's

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Ga. SLD Campbell wins award



Progressive Railroading has announced that SMART TD Georgia State Legislative Director Matt Campbell will be one of the recipients of their 2016 Rising Stars award.

See full story on page 2

New DOL rule – "workers should know who is behind anti-union message"

Many characterize union organizing campaigns as debates between management and labor over the impact of unionization on businesses and workers. Today, employers commonly engage third-party consultants in crafting and delivering anti-union messages to workers. Workers often do not know when employers engage consultants behind the scenes to influence their decisions.



To address this lack of transparency, a new rule from the U.S. Department of Labor will require reporting of employer-consultant, or "persuader" agreements – to complement the information that unions already report on their organizing expenditures, resulting in better information for workers making decisions on whether or not to form a union or bargain collectively.

"Workers should know who is behind an anti-union message. It's a matter of basic fairness," said U.S. Secretary of Labor Thomas E. Perez. "This new rule will allow workers to know whether the messages they're hearing are coming directly from their employer or from a paid, third-party consultant. Full disclosure of persuader agreements gives workers the information they need to make informed choices about how they pursue their rights to organize and bargain collectively. As in all elections, more information means better decisions."

"This rule is about disclosure, and more disclosure here means more peaceful and stable labor-management relations. With workers having a better understanding of the true source of persuader communications, worker-supervisor and other workplace relationships are likely to proceed more smoothly no matter what is decided regarding union representation," said Office of Labor-Management Standards Director Michael Hayes.

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The UTU website will soon merge with smart-union.org. All UTU forms, applications, links and news will be available at www.smart-union.org/TD.

Around the SMART TD

Local 240, Los Angeles

Local Chairperson **Harry Garvin** reported that the 15th annual FCS/SMART TD Rail Golf Classic was held May 16 at the Sierra Lakes Golf Course in Fontana, Calif.

Garvin also reported that conductor **Alberto E. Alvarez Jr.**, Conductor **Thomas D. Roggero** and Conductor **Robert L. Sertich** recently retired. Alvarez retired from Union Pacific with 38 years of service Dec. 15, 2015. Roggero retired from UP after 48 years of service March 1. Sertich retired from UP after 44 years of service March 13.

"All the local officers and members want to thank Alvarez, Roggero and Sertich for their years of service to the union and railroad," Garvin said. "We wish them many long and happy years of retirement."

Local 303, Springfield, Mo.



Local 303 Conductors Dave Dougan and David Pyle man SMART's booth at the Jackson Day event.

Local 303 and Sheet Metal Local 36 co-hosted a booth and hospitality room at the Greene County Democratic Central Committee's Jackson Day 2016 celebration in Springfield, Mo., April 8-9, 2016, reported Local Legislative Representative **Jeff Nichols**. The booth had literature on right-to-work, two-person crew legislation, grade crossing safety, safety around train tracks and how to contact legislative representatives. Sheet Metal Local 36 Business Representative Jim Tyson and Marketing Director Brent Russell provided the food for the hospitality room. Local 303 supplied side dishes. Nichols reported that approximately 400 people attended the event.

Local 898, Boston



Local 898 bought lunch and drinks for IBEW Local 2222 Verizon Workers who were on strike in Boston, reported Local Treasurer Frank Teague. Pictured in front are Local Trustee Tyrone Stokley (blue shirt and black hat) and Teague (black uniform) with the strikers.

"It's important to stand behind and show support for union workers on strike," Teague said.

Local 1402, Dupo, Ill.



After a run-off vote, newly-elected Alternate Legislative Representative Zachary P. Merriman (left) was congratulated by retired Local President Eddie Brown (right) at the local's February meeting, reports Local Treasurer Greg Rolfe.

Local 1440, Staten Island, N.Y.

"Local 1440 would like to acknowledge the anniversary of the passing of Locomotive

Engineer **Carmen Diaz**. Carmen had been employed with the MTA Staten Island Railway for nine years. She started her career as a conductor and was promoted to the position of locomotive engineer shortly after," Local S&T **Vincent LaBella** said.

"Ms. Diaz was a true professional as she safely transported the Staten Island commuters daily, while bringing laughter to all who she came in contact with and made everyone enjoy life as much as possible with her smile and we are so proud to have called her one of our own. She has been missed by many and we send our prayers to her family and friends," LaBella said.

"We would also like to congratulate Power Department Foreman **Bob Wroblewski**, Infrastructure Department Foreman **Gary Edwards**, Track Machine Operator **Gary Wactor** and Electronic Equipment Maintainer **Richard Hahl** on their retirements," LaBella said.

Wroblewski had 25+ years of service, Edwards had 25+ years of service, Wactor had 28+ years of service and Hahl retired with over 10 years of service. Hahl served his local as local legislative representative for four years and on the N.Y. state legislative board as vice chairperson.

"Local 1440 hopes these men enjoy their retirement years, which we know is well deserved," LaBella said.

Local 1504, Sanford, Fla.

Local Chairperson **Ryan Fritz** reported that CSX Conductor **Danny Caruthers**, 53, lost his battle with cancer March 18. SMART TD extends their condolences to all who knew him.

Local 1701, Montebello, Calif.

General Chairperson (GO 20 - BNSF, Montebello Bus Operators & Ride Right, LLC) **Tom Pate** reports that SMART TD-represented Montebello Bus Lines (MBL) came in first place at a joint Bus Rodeo in which five Los Angeles County municipal transit agencies competed. Contestants included Culver City, Gardena, Montebello Bus Lines, Torrance and Norwalk.

"Contestants took on the challenge of maneuvering 40-foot buses through the Rodeo course," Pate said.

Bus operators from each agency received first, second and third place trophies and an award was given to the bus company with the best overall performance. Trophy winners for Montebello were **Jesus Garcia** (first place), Local Legislative Representative **Martin Solano** (second place) and **Javier Morales** (third place). A first place award for pre-trip inspection was given to **Fabian Patiño**.

"A special award was presented to Local 1701 MBL members as the best overall team score from the five transit agencies competing. MBL was the proud recipient of the Best Overall Transit Property Award," Pate said. "This prestigious award is all thanks to the professionalism and hard work of Local 1701's members."

Local 1701 Bus Rodeo participants included (from left): Israel Contreras, Genaro Horta, Jose Somoza, Javier Morales, Rosa Barrera, Local Legislative Representative **Martin Solano**, **Jesus Garcia**, **Anthony De Leon**, **Ricardo Ibarra** and **Fabian Patiño**.

Congratulations to Local 1701 bus members on their awards and on a job well done.



Ga. SLD Campbell: First in labor to receive "Rising Star" honor



Progressive Railroading will present Ga. State Legislative Director Matt Campbell with their 2016 Rising Star award in July.

SMART Transportation Division Georgia State Legislative Director **Matt Campbell** (Local 1031 at Savannah, Ga.) is well-known throughout our membership for his involvement in numerous union causes and now, his achievements have been recognized outside the TD, as *Progressive Railroading* magazine recently named Campbell one of the railroad industry's "Rising Stars" of 2016.

The Rising Stars Award program recognizes individuals under age 40 who are making a positive difference in railroading through their company, organization, department or team. These rising stars are viewed by others as up-and-coming leaders in the railroad industry.

SMART TD Alternate National Legislative Director **Greg Hynes**, who nominated Campbell, underscored what makes this honor even more poignant for railroad unions: "Matt is the first person to come from labor to receive this honor."

Progressive Railroading readers submitted nearly 140 nominations. Nominees included corporate and union employees from all areas within the rail industry, including: Class I's, passenger railroads, regionals, short lines, transit, government, academia, and engineering and supplier companies.

This years' designated honorees were chosen based upon their career achievements, contributions to the railroad industry, professional association activity, involvement in the community and on their demonstrated leadership qualities.

Campbell, along with 19 other Rising Stars, will be recognized in a special section in the September issue of *Progressive Railroading* magazine, and at an awards dinner to be held at the Omni William Penn Hotel July 24 in Pittsburgh. The awards dinner is slated to be held in conjunction with the American Association of Railroad Superintendents' annual meeting.

"I am humbly appreciative to be named a Rising Star and thankful to be a part of such a great team. Labor is most successful when we have a seat at the table and this award gives us a seat. I was told this is the first time someone from Rail Labor was selected as the recipient of this award, which gives me a huge sense of pride."

Congratulations to Brother Campbell, whose work, leadership and commitment serves to advance the mission of SMART TD.

California Northern Railroad employees reach new agreement

SMART TD Vice President **Doyle Turner** recently reported that SMART Transportation Division-represented engineers, conductors and trainmen employed by the California Northern Railroad (CFNR) unanimously ratified a new six-year agreement.

The Agreement provides for six annual wage increases retroactive to January 1, 2014, with the final wage increase to be effective April 1, 2019, totaling 19.41 percent over the life of the agreement. Members will also receive increased training pay, personal days, holidays and 100 percent matching 401k up to 4 percent of pay with no maximum.

Turner, who assisted with the negotiations, expressed his appreciation to Union Pacific GO 887 General Chairperson **Gary Crest**, 1st Vice General Chairperson **David Patenaude**, 2nd GCA Vice Chairperson **William Campbell** and Local 100 Chairperson **Daniel Agee** for their exceptional efforts in bringing the members' concerns to the bargaining table.



Two-person crew law passes

Crest pointed out that without the hard work and advocacy of SMART TD California representatives on passing two-person crew legislation, this local would have been bargaining for just one crewmember. Instead, the agreement passed now represents two crewmembers.

"The outstanding work done by California State Legislative Director **JP Jones** and Assistant State Legislative Director **Mike Anderson**, led to California passing a two-person crew law. This property had long been running single person remote control jobs. Upon implementation of the new law (February 1, 2016), CFNR no longer operates remote control jobs, resulting in a safer work environment, as well as creating new jobs," Crest said.

CFNR operates on 261 miles of track in California. It's main commodities include beer, chemicals, cheese, construction products, feed grain, lime, lumber, olives and oils, rice, steel, sugar, tomato products and wine.

SMART TD new agreement with Trona Rail; three-person crew remains

SMART Transportation Division, which represents engineers, conductors and brakemen employed by Trona Railway Company (TRC), has ratified a new four-year agreement by an overwhelming majority.

"They put forth an exceptional effort 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," said SMART TD Vice President **Doyle Turner**.

"At this time our organization is in a fight across the country to maintain two-person crew consist agreements; however, on this

property we were able to keep the full crew consist agreement (engineer, conductor and brakeman) on every train."

Turner, who assisted with the negotiations, congratulated Union Pacific GO 887 General Chairperson **Gary Crest**, 1st GCA Vice Chairperson **David Patenaude**, 2nd GCA Vice Chairperson **William Campbell** and Local 835 Chairperson **Jason Johnson**.

"This is an agreement that all of our members can be proud of," Turner said.

The TRC operates freight service on 30.5 miles of track from Trona, Calif., to Searles, Calif. The railway hauls sulfuric acid, soda ash, salt cake, coal, military equipment and minerals.

New administrator for VSTD and new provider for VLTD



SMART Transportation Division has contracted Southern Benefit Administrators to handle all claims for Voluntary Short Term Disability (VSTD) for bus and rail members. The policy will be fully funded by SMART. Formerly, VSTD claims were handled by Anthem Life Insurance Company.

SMART TD has contracted MetLife to be the new provider of the Voluntary Long Term Disability (VLTD) policy.

These changes went into effect April 1, 2016. Anthem is still handling all claims that were filed or occurred prior to April 1.

Visit www.smart-union.org/td/disability-insurance for new claim forms regarding these policies.

RRB changes service hours

The Railroad Retirement Board has announced that all field offices will be closed Wednesday afternoons effective June 1, 2016. Below are the new hours:

Monday - Tues.: 9 a.m. to 3:30 p.m.
Wednesday: 9 a.m. to 12 p.m.
Thurs. - Friday: 9 a.m. to 3:30 p.m.
Sat. - Sunday: Closed
Call 1-877-772-5772 or visit www.rrb.gov for more information.



Rail workers: deadly tired...but still working

The following article was written by Georgetta Gregory, the railroad division chief of the National Transportation Safety Board's (NTSB) Office of Railroad, Pipeline and Hazardous Materials Investigations.

The rail business is an industry full of tired, stressed workers. It is an epidemic.

I know this first-hand because, before coming to the NTSB several years ago, I spent more than 30 years working in the freight railroad industry. While freight railroad managers and crews count on reliable schedules to make their shipments and make their customers happy, there is no routine schedule for the hundreds of thousands of crewmembers employed in this business. As a result, many railroad workers are literally walking and working in their sleep. I was one of them.

One of my last jobs before coming to the NTSB was as a trainmaster for a major freight railroad. My duties included safely seeing the arrival and departure of trains in and out of terminals in California. I spent a large majority of my time reviewing train schedules and communicating with train personnel of arriving and departing trains. I coordinated the efforts of nearly 300 crewmembers, including yardmasters, dispatchers and engineers, to execute the transportation plan on my territory. Additionally, I was responsible for making sure all the work was done safely and in accordance with rules and regulations.

The job was very stressful and required long hours. It wasn't unusual for me to work 80 hours a week. I often worked overnight, evenings, weekends and long hours.

Over time, I became chronically fatigued. I gained weight and began to lose my memory and other cognitive abilities. I had no routine schedule for sleep, because I worked irregu-



lar hours that were counter to my circadian rhythms. Eventually, I began to make mistakes at work and in my personal life – potentially dangerous ones.

Noting how my work and home life was suffering, I went to a sleep specialist. The doctor determined that I was fatigued at a dangerous level – to the point where the state of California took my driver's license. Ironically, while I could no longer drive a car, I was still expected to carry out the meticulous details associated with managing rail yards.

I warned my bosses, but there was little help or response. I made suggestions for improvements, including encouraging the railroad to provide better lineups and opportunities for rest, but I felt unsupported and became concerned for the safety of my crews. Eventually, I left the railroad and began a new career.

My story is not unusual. And when I came to the NTSB as Chief of the Railroad Division, I quickly learned that the NTSB also realized the dangers of fatigue in the railroad business. As a result of our investigations in recent years, we have issued more than 25 recommendations related to managing fatigue—all still open, needing to be addressed.

One accident, in particular, involving a freight train perhaps best highlights the danger the NTSB is attempting to eradicate. In April 2011, an eastbound BNSF Railway (BNSF) coal train traveling about 23 mph, collided with the rear end of a standing BNSF maintenance-of-way equipment train near Red Oak, Iowa. The collision resulted in the derailment

of two locomotives and 12 cars. The lead locomotive's modular crew cab was detached, partially crushed, and involved in a subsequent diesel fuel fire. Both crewmembers on the striking train were fatally injured.

We determined that the probable cause of the accident was the failure of the crew of the striking train to comply with the signal indication requiring them to operate in accordance with restricted speed requirements and stop short of the standing train because they had fallen asleep due to fatigue resulting from their irregular work schedules and their medical conditions.


As a result of that accident, we recommended that the railway require all employees and managers who perform or supervise safety-critical tasks to complete fatigue training on an annual basis and document when they have received this training, and that they medically screen employees in safety-sensitive positions for sleep apnea and other sleep disorders.

Both the conductor and the engineer had worked irregular schedules for several weeks leading up to the accident. During this time, work start times often varied significantly from day-to-day for both crewmembers. Changing work start and end times can make achieving adequate sleep more difficult, because irregular work schedules tend to disrupt a person's normal circadian rhythms and sleep patterns, which in turn can lead to chronic fatigue.

More recently, we investigated an accident in New York where a Metro North Railroad locomotive

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Election home stretch a truly SMART opportunity



SMART

General President's

Column

By Joseph Sellers Jr.

With the finish line finally in sight, it certainly is fair to say that the 2016 election campaigns have brought us rhetoric that is far outside the usual political discourse. Still, voters are paying attention and they are engaged.

Following months of debates, speeches and advertisements, we are ready to elect a candidate who will actually get things done instead of just shouting about how the world should somehow change to fit their sound bites.

Our 208,000 members come from all across North America and from every part of today's transportation, construction, and manufacturing economies. Don't ever forget that however diverse we are in our jobs, we have so many things in common.

This year, and particularly this time of year, two things are truly universal: summer time and election time.

Time to recharge, time to reach out

I know that many SMART members, whether they work on the rails, the road, the jobsite or the production floor, will take time off to be with family and friends. We all enjoy getting the most out of summer and we celebrate it in as many different ways as there are members.

Like the 40-hour week and the weekend itself, vacation time is just one of the many benefits that were gained by the hard work of those who created and built America's labor movement. We all need to work this fall to

support candidates that ensure the rights and power of organized Labor.

To get the most out of the upcoming elections, we need to stand and work as one, as an army of 208,000 households pulling in the same direction.

"The fall campaign push is when we will show the true strength of our united union. Our 208,000 families can make a visible difference that's clear to those we support. 208,000 of us will reach out for our common cause, our union cause, by talking to friends and family about the importance of voting for people - like Hillary Clinton - who are committed to union members, union jobs and union rights."

We need to leverage our numbers and give time and energy to elect candidates who will create more and better jobs and who will fight for the rights of workers and unions, not against them.


In Senate and House contests, or for the Presidency, the fall campaign push is when we will show the true strength of our united union. Our 208,000 families can

make a visible difference that's clear to those we support.

Our numbers and grass roots programs create an opportunity to get active and let candidates see us working phone banks, attending rallies and walking our neighborhoods to educate voters and get out the vote.

208,000 of us will reach out for our common cause, our union cause, by talking to friends and family about the importance of voting for people—like Hillary Clinton—who are committed to union members, union jobs and union rights.

So enjoy your summer and make the most of it, but this fall, let's all be ready to put our energy to work—at our varied jobs and also in our united cause: volunteering and voting for candidates who will stand with America's workers and restore America's unions to the rightful dignity that our hard work earns every day.

Faternally,

Joseph Sellers Jr.
SMART General President

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SMART

TRANSPORTATION DIVISION

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Aviation Department News

News affecting our aviation membership

Great Lakes sets date to begin Salina, Kan. flights



Great Lakes Airlines has announced a new date to begin flights between Salina, Kan., and Denver. Flights will now begin June 15.

The airline was originally set to begin flights April 1, but was delayed due to the lack of Transportation Security Administration (TSA) security screening at the Salina airport.

TSA announced at the end of April that they would restore screening service at the airport, but did not say when.

Interested parties can begin booking their flights to or from Salina, Kan. now via the Great Lakes Airlines website at www.greatlakesav.com.

TSA Fairness Act passed House, goes to Senate

The TSA Fairness Act or Treating Small Airports with Fairness Act of 2016 (H.R. 4549) passed in the House April 13.

The TSA Fairness Act will require the Transportation Security Administration (TSA) to "conduct, and provide all necessary staff and equipment for, security screening at any airport that lost commercial air service on or after January 1, 2013, if the airport operator submits: (1) a request for the TSA to conduct such screening, and (2) written confirmation of a commitment from a commercial air carrier that it intends to resume service at the airport within one year."

The bill also calls for the TSA to ensure that the process of implementing security screening at such an airport is complete by 90 days after the airport submits a request or by the date in which the carrier intends to resume service.

The bi-partisan bill was co-sponsored and introduced by Rep. Cynthia Lummis (R - Wyo.), Rep. Peter Defazio (D - Ore.) and Rep. Derek Kilmer (D - Wash.).

Introduced in the Senate, S. 2549 is currently being reviewed by the Committee on Commerce, Science, and Transportation.



Bus Department News

A message from your bus department leadership

Dear Bus Members,

As many of you may know, SMART TD will hold their 2016 regional meetings in **San Francisco, July 4-6**, and in **Chicago, July 25-27**. (View pages six and seven of this newspaper to register, or visit www.smart-union.org/td for more information.)

We hope to have solid participation in the bus workshops, where attendees will gain important information pertaining to new rules that affect our jobs.

Those who attend the regional meetings will learn about Fixing America's Surface Transportation Act (FAST Act). The FAST Act calls for increased transit funding by 18 percent and highway funding by 12 percent. It increases dedicated bus funding by 89 percent through restoration of the Competitive Bus Grant program.

Most importantly, it requires the Federal Transit Administration (FTA) to issue a notice of proposed rulemaking on protecting transit operators from the risk of assault. The legislation also mandates that the FTA publish a comprehensive transit safety report within 90 days after the FAST Act went into effect.

The SMART TD National Legislative Office made this provision a priority and participated in an aggressive lobbying campaign to have this included in the House version of the bill. A letter signed by TD President John Previsich was sent to Transportation Secretary Anthony Foxx asking DOT to take action on this issue as soon as possible. SMART TD also commented to FMCSA concerning Sleep Apnea and entry-level driver training.

SMART TD works to ensure that our members are protected in the workforce by being proactive with corporate concerns, and with government agencies that regulate our industry.

Remember to always remain vigilant and to return home safely.

In Solidarity,
Calvin Studivant
Vice President - Bus
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Studivant



Summer is here: Regional Meetings and 2016 National Elections

Dear members of the SMART Transportation Division,

Summer months are here and so are the SMART Transportation Division Regional Meetings. This year's meetings will incorporate a number of changes that build on the requests and comments received from members who attended the 2015 meetings.

Changes include a new meeting format, expansion of the local chairperson, legislative representative and local officer workshops with increased educational information and a detailed stand-alone workshop that gives direction on how a local meeting should be run and the duties and responsibilities of officers while handling the day-to-day business of the local.

“For all members, the 2016 Regional Meetings are a great opportunity to learn about what’s new in our industry; to participate in leadership training; to gain insight into rail, air and bus regulatory and legislative changes; and to renew old friendships and cultivate new ones.”

Bus member and secretary-treasurer workshops are expanded with new information and materials, along with guest speakers and expert presenters. Overall, the curriculum is designed to eliminate conflicts among related workshops so that members may attend the maximum number of workshops that appeal to their interests.

Additionally, based on the positive feedback received from our 2015 meetings in connection



SMART Transportation Division President’s Column

By John Previsich

with our enhanced focus on education and training, this year’s meetings will incorporate a voluntary certificate program in recognition of a member’s attendance in the various workshops. Those who are interested in qualifying for a certificate will record their attendance and will receive a certificate based on the number of eligible workshops attended.

“Our Regional Meetings are the ideal forum for learning about the candidates and the issues that affect each member. We have a formal program in place to ‘Get Out the Vote’ and your participating in that effort will be key to electing the labor-friendly candidates, those who support the rights of working men and women.”

For all members, the 2016 Regional Meetings are a great opportunity to learn about what’s new in our industry; to participate in leadership training; to gain insight into rail, air and bus regulatory and legislative changes; and to renew old friendships and cultivate new ones.

This summer is also a critical time in our

nation’s history, as the direction of our nation—and the strength of our unions—will be impacted by the outcome of the upcoming November elections.

Our Regional Meetings are the ideal forum for learning about the candidates and the issues that affect each and every one of our members. We have a formal program in place to “Get Out the Vote” and your participation in that effort will be key to electing the labor-friendly candidates, those who support the rights of working men and women to bargain collectively for a fair day’s pay for a fair day’s work.

Have a safe, healthy and happy summer, and I hope to see you in San Francisco or Chicago.

Faternally,

John Previsich
President, SMART Transportation Division

For more information go to www.utu.org and click on the Regional Meeting box on the home page.

Find us on social media!



Find us on Facebook here:
www.facebook.com/SMART-TransportationDivision/



Find us on LinkedIn by searching for “SMART Transportation Division”

State Watch

News from SMART TD State Legislative Boards

Arizona



Pictured at the fundraising event are 2nd Vice Chairperson Ellis Laird, Alternate State Legislative Director Chris Cheely, SLD Scott Jones, Arizona Rep. Matt Salmon (R - Dist. 5) and Local 1081 Secretary & Treasurer Tom Pate. Not pictured: Chairperson C.J. Rhoades and 1st Vice Chairperson Nick Vincent.

After spending the day completing their 2016 re-organization meeting, the newly elected officers of the Arizona State Legislative Board went right to work attending a fundraising event in support of H.R. 1763, The Safe Freight Act.

By the end of the evening, the board was able to get five members of Congress to co-sponsor the bill, State Legislative Director **Scott Jones** reported. They were also able to secure a commitment by the remaining four representatives in the state to vote yes on the bill.

Kentucky

With four Statehouse seats up for grab, two Democrat and two Republican, Kentucky SMART TD members and AFL-CIO members rallied to maintain the Democrat seats up for reelection in the state. If the State lost those seats to the Republicans, giving them a majority, then Right-to-Work was expected to pass and signed into law by Tea Party Governor Matt Bevin.

In a huge defeat for Republicans, Democrats kept their two seats and usurped a third from the Republican Party. Kentucky State Legislative Director **Jared Cassity** worked hard to motivate members to get out and vote.

Nebraska



State Legislative Director Bob Borgeson reported that the Nebraska Legislative Board had its reorganization meeting in April. The Board also enjoyed a presentation from Operation Lifesaver Representative Carol Daley.

Ohio



National Legislative Director swears in the newly re-elected and elected members of the Ohio State Legislative Board.

The Ohio State Legislative Board held its first reorganization meeting in 16 years March 22-24, 2016, reported State Legislative Director (SLD) **Stu Gardner**. Twenty board members and two alternate legislative representatives were in attendance at the meetings.

Newly elected to the Board is **Jeff Darling** (Local 1376 President) as board secretary. Darling reported that a meeting was held for UTU PAC where 14 members pledged to contribute to the Dollar-a-Day Club; one

member increased their PAC contribution to the Diamond Club; and, SLD Gardner increased his contribution from the Platinum Club to the President’s Circle.

Members in attendance also heard presentations from Rep. Michael Sheehy (D), State Senator Kenny Yuko (D - Dist. 25), representatives from the DLC and many others.



Attendees of the Ohio State Legislative Board reorganization meeting take time out for a group picture.

Washington D.C.



Members of the Washington D.C. State Legislative Board, National Legislative Office and SMART Transportation Division President John Previsich met with Rep. Eleanor Holmes Norton (D - D.C.) to discuss issues concerning SMART TD. Pictured here from left: Alternate National Legislative Director Greg Hynes, D.C. State Legislative Director Willie Bates, D.C. Alternate State Legislative Director Jarad Jackson, Rep. Norton, D.C. Assistant State Legislative Director Justin Ralston, President Previsich and National Legislative Director John Risch.

2016 regional meetings: workshops at a glance

SMART Transportation Division regional meetings have been designed to provide a platform for educational training, leadership growth and a sense of fraternalism and solidarity. Listed below are over 25 workshops designed to meet the training-needs of our local officers.



San Francisco & Chicago Workshops

Bus Workshops:

- Issues that Affect Today’s Bus Operator
- Personal Awareness & Confrontation Prevention
- NLRA & Our Responsibilities
- Officer Training & Grievance Handling
- Legislative Workshop

Rail Workshops:

- Railroad Retirement Board Informational Session
- FRA - C3RS & Pending Regulations - New Minimum Training Standards
- Nuts and Bolts
- FRA - Hours of Service - Federal Certification & Decertification
- Railway Labor Act
- Investigations & Discipline - “The Art of a Formal Hearing” Parts 1 & 2
- Internal & External Organizing & Mobilization

S&T Workshops:

- Do’s and Don’ts
- Billings
- Winstabs
- Taxes
- One-on-One

Local Officer Workshops:

- Best Practices for New & Experienced Local Chairpersons
- Local Officer Training Part 1
- Local Officer Training Part 2 - How to Run a Local Meeting
- Legislative Representative Training

Other Workshops:

- DLC Presentation
- Your Legislative Department - “Working to Keep America Strong”
- Live Arbitration
- UTUIA workshops
- Auxiliary of the UTU informational sessions Parts 1 & 2

San Francisco regional meeting pertinent information:

San Francisco, July 4-6: Fairmont San Francisco Hotel, 950 Mason St., San Francisco, CA 94108, www.fairmont.com/san-francisco

Reservations: (800) 441-1414 toll free; (415) 772-5000 direct **Reservation code:** SMART UNION GROUP **Room Rate:** \$169 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability. **Room reservation deadline:** June 2, or until all rooms being held for SMART are reserved. **Parking:** \$58 per day (plus tax)

Overflow Hotel: Mark Hopkins Intercontinental, One Nob Hill, San Francisco, CA 94108, www.intercontinentalmarkhopkins.com

Reservations: (800) 662-4455 toll free; (415) 392-3434 direct **Reservation code:** SMART UNION ANNUAL WESTERN REGIONAL MEETING **Room Rate:** \$169 king/two beds, plus taxes; One night deposit of \$169 to guarantee room; rates good for three days prior to and following meeting, depending upon availability.

Room reservation deadline: June 17, 2016 **Parking:** \$62 per day. No self-park available.

Golf outing: The regional meeting golf outing will take place Sunday, July 3, at Chuck Corica Golf Complex. The cost is \$80 per golfer. Tee-off time is 8:00 a.m.

Airline discount: Visit United Airlines’ website at www.united.com for flight discounts to San Francisco. **Offer Code:** ZWHN794149

If booking through a travel professional or United Meetings at (800) 426-1122, please give the following information:

Agreement Code: 794149 **Z Code:** ZWHN

Chicago regional meeting pertinent information:

Chicago, July 25-27: Sheraton Grand Chicago, 301 East North Water St., Chicago, IL 60611, www.sheratonchicago.com

Reservations: (888) 627-7106 toll free; (312) 464-1000 direct **Reservation code:** SMART UNION GROUP

Room Rate: \$169 single/double, plus taxes; Room rates good for three days before and after meeting, depending upon availability.

Room reservation deadline: July 2, or until all rooms held for SMART TD are reserved. **Parking:** \$63.00 for valet; \$26.50 for self park (50 per-cent off) **Golf outing:** The regional meeting golf outing is Sunday, July 24, at St. Andrews Golf & Country Club. The cost is \$80 per golfer. Tee off at 8:00 a.m.

Airline discount: Visit United Airlines’ website at www.united.com for flight discounts to San Francisco. **Offer Code:** ZWKG262307

If booking through a travel professional or United Meetings at (800) 426-1122, please give the following information:

Agreement Code: 262307 **Z Code:** ZWHN

Two tours booked in San Francisco, Chicago

SMART Transportation Division has arranged tours of local attractions at both the San Francisco and Chicago regional meetings.

The tours are scheduled for the day preceding each regional meeting, as well as on the first day of each regional meeting.

San Francisco

San Francisco Highlights Tour - Sunday, July 3
You'll be transported by motor coach around the city, stopping at points of interest. You'll end up at Pier 39 on the waterfront to enjoy lunch at Swiss Louis'.

Tour Muir Woods & Sausalito - Monday July 4
This tour takes you across the Golden Gate Bridge in a deluxe mini-coach to Muir Woods National Monument where the redwoods are thousands of years old. You'll have time to wander among these majestic trees before heading off to tour the small seaside city of Sausalito where you will enjoy a boxed lunch, shopping and sight seeing.

Chicago

City Highlights Tour - Sunday, July 24
A guide will point out points of interest in the “Windy City” on this four-hour tour. You'll have time to yourself to explore Michigan Avenue, “The Magnificent Mile,” while enjoying lunch.

Architectural River Cruise - Monday, July 25
A river boat, complete with an expert guide, will explore sights unseen by land on this 90-minute river cruise. Enjoy a gourmet lunch box during the tour.




Theme nights announced!

San Francisco
Enjoy an evening out at AT&T Ballpark as the San Francisco Giants take on the Colorado Rockies, Tuesday, July 5. Transportation, game ticket and food voucher will be provided for each registered guest.

Chicago
Pack your fedoras, pin-striped suits and Charleston-style dresses for a speakeasy-themed Tuesday-night dinner complete with a jazz band.

Avis Rent-a-Car offering discounts at airports



Discounts with Avis Rent-a-Car are available to members attending the 2016 regional meetings.

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

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

Discounts at each city are good for seven days before and seven days after the meetings.

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

Transportation Division Regional Meeting Registration Form

Registering before the regional meetings expedites sign-in procedures, helps organizers plan more accurately and saves on meeting costs. **Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2.5 days and conclude on the afternoon of the third day.** Registration fees are \$150 per person; children 11 years of age and under are complimentary. On-site registration is \$200 per person. All fees must be paid in U.S. funds. Registration forms with payment must be received at the Transportation Division by June 19 for the San Francisco meeting and by July 3 for the Chicago meeting for all members, spouses and guests to be considered pre-registered.

Which regional meeting will you be attending? ☐ San Francisco ☐ Chicago

Arrival date: _____ Departure date: _____

Transportation type: ☐ Automobile ☐ Air ☐ Other

Member Registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____

Phone number () _____ Email _____

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

Spouse Registration ☐ San Francisco ☐ Chicago

Spouse name _____ Title (if any) _____

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

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

Child Registration ☐ San Francisco ☐ Chicago

Child name _____ Age _____

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

Child name _____ Age _____

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

Child name _____ Age _____

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

Child name _____ Age _____

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

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

Guest Registration ☐ San Francisco ☐ Chicago

Guest name _____ Relationship to member _____

Home address _____

City/State/ZIP _____

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

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

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

Golf registration ☐ San Francisco ☐ Chicago

Name _____ Handicap _____ Name _____ Handicap _____

Name _____ Handicap _____ Name _____ Handicap _____

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

Payment options

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

Credit card ☐ VISA ☐ MasterCard

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

Signature _____

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

UTU Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

You have the power to prevent identity theft

Every two minutes, the U.S. government receives an identity theft complaint. Don't let criminals take your money by stealing your identity. Through fraudulent schemes fraudsters can obtain your bank account data, debit card details, or other personal information. Here are some examples of recent fraud schemes:

- A criminal may call and inform you that you owe money to the IRS and will ask for banking information or debit card number to pay them. Your financial information is used by the criminals to redirect your federal payments to an account they established and only they can access.
- A criminal may contact you with news that you won an unexpected cash award prize. The criminal asks for your bank account information to deposit your "award." Your financial information can then be used by the criminal to redirect your federal payments to an account they established and only they can access.
- You receive a text and/or email from a criminal posing as a legitimate financial institution that asks you to call and update your account information. The criminal can use your financial information to steal your

money or establish a new account that only they can access.

To help prevent identity theft, never give out the following to anyone unless you initiated contact with them:

- Social Security number
- Bank account information
- Credit card number
- Debit card number

Legitimate financial institutions, businesses, and government agencies customarily would not contact you for this sensitive information.

Additionally, you should check your bank, debit and/or credit card accounts on a weekly basis to ensure all purchases are yours and your identity was not stolen by a computer "hacker."

Immediately reporting any erroneous transactions to your financial institution will minimize the amount of money you may lose as a result of this fraud.

If you determine that you are a victim of identity theft, you should visit IdentityTheft.gov. The website includes a comprehensive list of steps you should take to prevent the criminals from using your personal information for financial gain. This includes filing a report with the Federal Trade Commission.

Don't be a victim of identity theft. Visit <http://www.IdentityTheft.gov> to learn more.

AAA: Stay safe driving as your vision changes

None of your senses is more important to safe driving than vision. A senior driver's eyesight is critical, especially when driving at night.

A driver's eyesight is vital in preventing car crashes, because nearly all the sensory input you need to drive a car comes from visual cues. If your eyesight is diminished, so is your ability to drive safely. This is especially important to senior drivers.

That's why most states require motorists to undergo vision tests as part of the driver's license renewal process. Depending on where you live, you may have a vision test in person at a state licensing office or submit results of a vision test performed by an eye doctor.

You can review your state's driver's licensing laws by going to seniordriving.aaa.com/states.

Vision, like other senses, gradually declines over time. Because changes may be hard to notice, it's important to have annual vision tests. By age 60, eyes need three times as much light to see as they did at age 20, so it's much more difficult to see objects in the dark. If you have vision problems, driving at night can be particularly hazardous.

Over the years, pupils get smaller and don't widen (dilate) as much in dark conditions, making it harder to see. This diminished vision is a significant problem for senior drivers.

Your vision may test well in the eye doctor's office but still be effectively reduced driving at night, where lighting is poor and more complex visual tasks are required. Ability to resist glare and see reflective road signs and markings also decreases with age, so senior drivers should take extra care when driving at night.

To learn more, visit AAA at seniordriving.aaa.com.

Traveling abroad and your healthcare coverage

If you are planning a trip outside of the United States and its territories, it's important not to assume you can take your Medicare coverage with you.

Unfortunately, most of Medicare's payments for emergency and/or non-emergency services cease once you are beyond the U.S. borders, which include the 50 states, District of Columbia, Puerto Rico, U.S. Virgin Islands, Guam, American Samoa, the Northern Mariana Islands and the territorial waters adjacent to these areas.

When Medicare won't pay:

- Medicare won't pay for any services related to a foreign hospital stay if the hospital stay is not covered by Medicare (this includes ambulance services).
- Medicare won't pay for foreign ambulance transports or physician services after your foreign hospital stay is over (even if Medicare

pays for the inpatient hospital stay).

- Medicare won't pay for services in a foreign hospital owned or operated by the U.S. Government unless that hospital is within the U.S. borders as defined above.

What you can do:

Consider buying travel insurance. Because some travel insurance plans don't cover health care services, be sure to talk to your insurance or travel agent about this topic.

If you have received Medicare-covered services as mentioned above, you may have to file a claim yourself since foreign hospitals are not required to file claims to Medicare.

If you have questions about your Part B coverage, please call Palmetto GBA's Beneficiary Contact Center at 800-833-4455, between 8:30 a.m. and 7 p.m. ET. Basic Medicare information may be found at www.PalmettoGBA.com/rr/me.



Landfall Travel offers two trips in 2016
www.landfalltravel.com • (800) 835-9233

Train tour across Switzerland

- Sept. 16-24, 2016
- Overnight stays in Lucerne, Lausanne, Zermatt and St. Moritz
- Rates start at \$2,359* per person
- Most meals included

American Queen steamboat cruise

- Oct. 2-10, 2016
- Cruise leaves from St. Louis and ends in Red Wing, Minn.
- Rates start at \$1,874.25* plus \$149 port tax per person

*Airfare not included, rates subject to change

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
2	Diefenthaler, William A.	Cape Coral, Fla.	471	Raines, Kenneth D.	Boise, Idaho	1315	Anderson, Raymond J.	Florence, Ky.
9	Moore, Ralph O.	Chandler, Texas	528	Hester, Thomas J.	McHenry, Ill.	1315	Herron, Paul A.	Williamstown, Ky.
204	Barnett, Michael J.	Pueblo, Colo.	656	Wahl, Herman E.	Mabelvale, Ark.	1334	Cutrer Jr., Claude L.	Terry, Miss.
219	Ferrel Jr., Roy Q.	Hannibal, Mo.	763	Fiechtl, Herman J.	Pittsburg, Kan.	1420	Stewart Jr., John F.	Olive Branch, Miss.
286	Gross, Ronald W.	Maxwell, Neb.	771	Edenfield, Stenson B.	Stilwell, Kan.	1473	Henderson, Joseph K.	Bellingham, Mass.
298	Poderski, Olgierd J.	Tomahawk, Wis.	792	Eckhardt, Charles R.	Tuscarawas, Ohio	1477	Sanchez, Manuel	Southgate, Mich.
313	Singleton, Robert D.	Wyoming, Mich.	857	George, Weston C.	Floresville, Texas	1548	Durham, Donald R.	Terre Haute, Ind.
330	Roth, Harold A.	San Diego, Calif.	904	Moody, Virgil W.	Evansville, Ind.	1672	Eckert, Norman A.	Boynton Beach, Fla.
331	Wright Jr., Ed. C.	Troy, Texas	1043	Garro, Nick G.	Sparks, Nev.	1816	Baldwin, William C.	Toledo, Ohio
339	Crews Jr., Cecil H.	Jackson, Tenn.	1058	Corder, Norman N.	Nampa, Idaho	1869	Crigger, Bobby K.	Perryville, Ky.
376	Dunn, Norman C.	Louisville, Ky.	1252	Kindig, Arthur M.	Arroyo Grande, Calif.	1918	Cooper, Jimmie D.	Arenas Valley, N.M.
386	Steele, Roger W.	Lancaster, Pa.	1289	Boyd, George J.	Keifer, Okla.			


Make your tax refund go further with insurance from UTUIA!

Insurance policies available to you:

- Accident Indemnity
- Accidental Death and Dismemberment
- Disability Income Replacement
- Cancer Hospital Indemnity
- Whole Life Insurance
- Term Life Insurance
- Child Life Insurance
- Easy Issue Life Insurance

Savings policies available:

- Flexible Deferred Annuities
- Traditional IRA
- Roth IRA



I would like more information on UTUIA's available policies:

☐ Accident Indemnity


☐ Accidental Death and Dismemberment

☐ Cancer Hospital Indemnity

☐ Life Insurance

☐ Annuities

☐ IRAs



Please Print

Full Name

Date of Birth

SMART TD Local

Street Address

City

State

Zip code

Telephone number with area code

☐ Male


☐ Female

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

For additional information about any of these policies:

Email sales@utuia.org, call **800-558-8842**, or complete the attached form and mail to the address listed at the bottom of the form.

Visit the UTUIA website at www.utuia.org for more information on this and other policies.



AFL-CIO releases "Death on the Job" report



The AFL-CIO released its annual "Death on the Job" report, marking the 25th year in a row that the organization has produced a report detailing the state of worker safety.

While regulations have never been strong enough to guarantee workplace safety, according to the AFL-CIO report more than half a million lives have been saved by the Occupational Safety and Health Act of 1970.

In 2014, 4,821 workers died on the job. Another 50,000 died from occupational disease created by working conditions that put their health in jeopardy. By this estimation, that is 150 workers per day that die due to hazardous working conditions.

Young workers are not the only ones at risk, in fact, just over a third of all workplace fatalities happened to workers between the ages of 55 and 65.

States with the highest fatality rates in 2014 were: Wyoming (13.1 per 100,000 workers); North Dakota (9.8 per 100,000 workers); Alaska (7.8 per 100,000 workers); South Dakota (7.2 per 100,000 workers) and Mississippi (7.1 per 100,000 workers).

While both SMART Sheet Metal and Transportation workers are employed in some of the most dangerous occupational fields in America, the oil and gas extraction field was considered the most dangerous in 2014.

The report calls on Congress to pass legislation that strengthens civil and criminal penalties for workplace safety violations, enhances anti-discrimination protections and strengthens the rights of workers, unions and victims.

SMART members receive award from Canadian National

Members of SMART were recognized for their expertise at the Canadian National (CN) President's Awards for Excellence Ceremony held March 19, 2016, in Boca Raton, Florida.

Greg Styka and Bill Head, members of the SMART Railroad Mechanical and Engineering Department, led their team on the complex task of rebuilding a passenger car into the new TEST Geometry car that identifies track safety concerns.

Working with the Mechanical and Engineering departments, they developed a plan to incorporate new track monitoring technologies that find and repair immediate track defects. The new car will also provide additional track condition data to monitor changes in conditions over time.

Peer engagement team

TD Local 1299 President **Walter Jones** led a Chicago-based team made up of true safety ambassadors. They have created a vibrant Peer Engagement Team that encourages peer-to-peer communications in addressing issues associated with safety in the field.

The team also fosters communication among transportation and engineering employees, as well as other cross-functional communication channels that will contribute to greater safety of their operations.

This team has made it possible for employees to have an effective forum where they can discuss issues openly and work together to ensure optimum safety in their workplace.



Pictured from left: Local Chairman Greg Styka (LU 256 – CN), TD Local 1299 President Walter Jones (Chicago) and Bill Head (LU 256 – CN) accept the President's Award for Excellence from Canadian National Railway.

New DOL rule – “workers should know who is behind anti-union message”

Continued from page 1

The new rule interprets Section 203 of the Labor Management Reporting and Disclosure Act. The law requires labor organizations, consultants and employers to file reports and disclose expenditures on labor-management activities. The law intends to prevent abuse, corruption and improper practices by labor organizations, employers and labor relations consultants alike.

A longstanding loophole, however, allows employers to hire consultants to create materials, strategies and policies for organizing campaigns – and even to script managers’ communications with employees – without disclosing anything, as long as the consultant does not directly contact employees.

The new rule closes the loophole to align the regulation with the statute, by requiring reporting on “actions, conduct or communications that are undertaken with an object, explicitly or implicitly, directly or indirectly, to affect an employee’s decisions regarding his or her representation or collective bargaining rights.” Under the same statute, unions already are required to make comprehensive public reports on their expenditures, including expenditures on union-organizing campaigns.

The Federal Register published the new rule March 24. The change is applicable to arrangements, agreements and payments made on or after July 1, 2016. The final rule and additional information is available on the OLMS website at http://www.dol.gov/olms/regs/compliance/ecr_finalrule.htm.

Republicans announced they would fight the rule shortly after it went into effect and have called for the elimination of the rule at a hearing of a House subcommittee.

“The names of the stations begin to take on meaning and my heart trembles. The train stamps and stamps onward. I stand at the window and hold on to the frame. These names mark the boundaries of my youth.”
- Erich Maria Remarque, *All Quiet on the Western Front*

Rail workers: deadly tired...but still working

Continued from page 3

engineer was operating a train with undiagnosed severe obstructive sleep apnea (OSA). The train, on its way toward Grand Central Station in New York, New York, had 115 passengers on board. The engineer headed into a curve with a 30 mph speed limit traveling at 82 mph, resulting in a derailment. Sixty-one people were injured, and four passengers died.

The engineer experienced a dramatic work schedule change less than 2 weeks before the accident, with his wake/sleep cycle shifting about 12 hours. Previously, he had complained of fatigue but had not been tested or treated for sleep apnea. After the accident he had a sleep evaluation that identified excessive daytime sleepiness and underwent a sleep study resulting in a diagnosis of severe OSA. Following the study, he was treated successfully for OSA within 30 days of the diagnosis.

The NTSB issued safety recommendation to the Metro-North Railroad to revise its medical protocols for employees in safety-sensitive positions to include specific protocols on sleep disorders, including OSA.

We have issued numerous recommendations to the Federal Railroad Administration, as well, requiring it to develop medical certification regulations for employees in safety-sensitive positions that include, at a minimum, a complete medical history that includes specific screening for sleep apnea and other sleep disorders, a review of current medications, and a thorough physical exam. If such a recommendation had been implemented at the railroad for which I worked, my fatigue most likely would have been caught earlier and mistakes avoided.

(Note: As I was writing this blog, I was heartened to hear that, on March 8, the FRA announced it was seeking public input on the impacts of screening, evaluating and treating rail workers for obstructive sleep apnea.)



And while the railroads and the federal regulators are responsible for addressing this epidemic, so too must railroad workers recognize the dangers of working while fatigued. Yet many are compelled to make money and want to stay ready to react at any hour of the day to avoid missing the opportunity to get paid. To a certain extent, I understand this. And that’s why we must also work with labor unions to address this issue and provide workers the opportunity for sleep, while still allowing them the opportunity to get a paycheck and progress in their careers.

Fatigue in transportation is such a significant concern for the NTSB that it has put “Reduce Fatigue-Related Accidents” on its Most Wanted List of transportation safety improvements. It is not just an issue in rail, but an issue in all modes of transportation that must be addressed.

As a former railroad worker and now as a supervisor of railroad accident investigators, I can tell you we still have a long way to go to address this issue. Doing so will require the joint efforts of the regulator, the operator, and the employee. These efforts must be undertaken, because we can’t keep running down this dangerous track.

Ill. county passes resolution supporting proposed two-person crew rule

Continued from page 1

communities like Will County that have the potential to suffer most if rail carriers are allowed to operate trains with one crew member.

“This kind of support reinforces the results of the extensive polling SMART TD has conducted over the past few years regarding crew size,” Guy said. “Citizens overwhelmingly have shown that they don’t want trains running through their communities with less than two people on board.”

SMART Transportation Division 2016 budget

Pursuant to Article 21B, Section 16, of the SMART Constitution, below is the 2016 budget for the SMART Transportation Division

International funds	Dec. 31, 2015 Unaudited (valued in U.S. dollars)	Dec. 31, 2015 Audited Adjustments	Jan. 1, 2016 REVISED	Receipts and other additions	Disbursements and other deductions	Dec. 31, 2016 (projected)
General Fund	\$7,879,839	\$(1,089,312)	\$4,969,614	\$18,198,404	\$(19,185,081)	\$3,982,937
Education and Training Fund	1,759,316	163,237	1,922,553	982,600	(1,719,812)	1,185,341
Maintenance of Membership Fund	(1,111,544)	23,634	-	1,611,184	(1,611,184)	-
Public Relations Fund	(712,892)	(20,111)	-	691,934	(691,934)	-
Strike Fund	5,656,579	4,065	5,660,644	549,450	-	6,210,094
Convention Fund	833,395	134,017	967,412	1,465,200	-	2,432,612
Total International funds	\$14,304,693	\$(784,470)	\$13,520,223	\$23,498,772	\$(23,208,011)	\$13,810,984

United Transportation Union Insurance Association

As of December 31, 2015: amounts as reported in annual statement filing to Ohio Department of Insurance, unaudited

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

Assets		Liabilities & surplus		Summary of operations	
Cash	\$2,193,942	Policy reserves	\$171,034,653	Income	
Bonds	197,850,788	Other liabilities	10,986,585	Premium income	\$13,759,109
Stocks	17,069,699			Investment income & other	10,085,610
Other invested assets	-	Total liabilities	\$182,021,238	Total income	\$23,844,719
Real estate	1,561,746	Surplus	44,631,412	Expenses	
Policy loans	5,481,887			Benefits	\$(14,387,954)
Accrued interest & other assets	2,494,588	Total liabilities & surplus	\$226,652,650	General expenses	(6,762,395)
Total assets	\$226,652,650			Total expenses	\$(21,150,349)
				Operating gain (loss)	\$2,694,370
				Realized capital gain	66,446
				Net gain (loss)	\$2,760,816

UTUIA announces 2016-2017 scholarship winners

DISTRICT 1

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

Connor N. Bendick, grandson of **Robert E. Norton** of Local 493, Waterloo, Iowa; Hayley F. Linabury, granddaughter of **Ernest Presseau** of Local 1978, New York, N.Y.; Megan F. Munn, granddaughter of **Raymond J. Kobylak** of Local 1978, New York, N.Y.; Michael P. O'Connor, grandson of **Robert J. O'Connor** of Local 1393, Buffalo, N.Y.; Christian A. Watts, daughter of **Dorothy M. Gasiorowski-Watts** of Local 284, Cleveland, Ohio

DISTRICT 2

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

Luke T. Butler, son of **Timothy P. Butler** of Local 60, Newark, N.J.; Patrick J. Murphy, grandson of **William R. Morgan** of Local 60, Newark, N.J.; Mary-Kate Quinn, daughter of **James B. Quinn** of Local 60, Newark N.J.; Anthony Rivera Jr., grandson of **Ronald A. Zagorsky Sr.** of Local 1374, New Castle, Pa.

DISTRICT 3

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

Savannah E. Allen, daughter of **Gary W. Allen** of Local 1420, Memphis, Tenn.; James G. Amos, grandson of **Claude W. Amos** of Local 598, Mobile, Ala.; Kayla M. Anderson, granddaughter of **Billy G. Vaughn** of Local 118, Hinton, W.Va.; Tristen H. Barnett, daughter of **Dale D. Barnett Jr.** of Local 762, Montgomery, Ala.; Steven M. Fitzpatrick, son of **Steven L. Fitzpatrick** of Local 1138, Miami, Fla.; Peter Garcia IV, son of **Peter Garcia III** of Local 1031, Savannah, Ga.; Thomas P. Gholson, son of **Thomas P. Gholson** of Local 573, Danville, Ky.; Kelsey M. Sox, granddaughter of **Paul**

M. Yon of Local 793, Columbia, S.C.

DISTRICT 4

Indiana, Michigan, Ohio

Sarah E. Boda, granddaughter of **Joseph A. Boda** of Local 1928, Toledo, Ohio; Victoria S. Collins, daughter of **Tommy C. Collins** of local 1383, Gary, Ind.; Ryan E. Fix, grandson of **Edward O. Reling** of Local 1760, Detroit, Mich.; Kaylan N. Johnson, daughter of **Chad A. Johnson** of Local 1962, Toledo, Ohio; Elise F. Smith, daughter of **William F. Smith** of Local 1381, Hammond, Ind.

DISTRICT 5

Illinois, Wisconsin

Gabriella C. Galvan, granddaughter of **Patrick N. Murray** of Local 196, Beardstown, Ill.; Christine M. Hendron, granddaughter of **Patrick W. Simmons** of Local 1929, East St. Louis, Ill.; Nicholas S. Seaton, grandson of **Jimmie J. Stanbery** of Local 768, Decatur, Ill.; Samantha L. Shank, granddaughter of **Samuel C. Hale** of Local 1290, Chicago, Ill.

DISTRICT 6

Arkansas, Louisiana, Oklahoma, Texas

Jennifer K. Cline, daughter of **Steven D. Cline** of Local 243, Ft. Worth, Texas; Mason A. Jones, stepson of **Chris L. Alston** of Local 1886, Houston, Texas; Kathryn R. Paine, granddaughter of **Robert E. Paine** of Local 950, West Memphis, Ark.; Timothy E. Reynolds Jr., son of **Timothy E. Reynolds Sr.** of Local 656, North Little Rock, Ark.; Madison R. Schmitt, daughter of **Thomas J. Schmitt** of Local 1974, Ft. Worth, Texas; Matthew J. Whipps, son of **Samuel Whipps** of Local 1670, Laredo, Texas

DISTRICT 7

Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota

Jacob C. Atkinson, grandson of **Paul R. Duffy** of Local 329, Boone, Iowa; Rachel J. Atkinson, granddaughter of **Paul R. Duffy** of Local

329, Boone, Iowa; Katie M. Bowe, granddaughter of **Charles A. Bowe** of Local 185, Brookfield, Mo.; Tate M. Brooks, grandson of **Edgar W. Fisher** of Local 412, Kansas City, Kan.; Sawyer W. McElhany, son of **Steven G. McElhany** of Local 303, Springfield, Mo.; Sydney J. Nichols, daughter of **Jeffrey M. Nichols** of Local 303, Springfield, Mo.; Jackson C. Pasquith, grandson of **Edgar W. Fisher** of Local 412, Kansas City, Kan.

DISTRICT 8

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

Hailee A. Branson, daughter of **Michael B. Branson** of Local 113, Winslow, Ariz.; Jacob E. Duncan, grandson of **Earl M. Duncan** of Local 1373, Philadelphia, Pa.; Peter A. Lara, son of **Pedro Lara** of Local 1563, El Monte, Calif.; Lauren G. McFalls, granddaughter of **James E. Hardman** of Local 656, North Little Rock, Ark.; Jeffrey J. Moore, son of **Jeffrey W. Moore** of Local 298, Garrett, Ind.; Taylor J. O'Donoghue, grandson of **Denis J. O'Donoghue** of Local 240, Los Angeles, Calif.; Kyle A. Schrock, son of **Justin R. Schrock** of Local 945, La Junta, Colo.; Alexander E. Weisner, great-grandson of **Roger G. Kinder** of Local 1405, St. Louis, Mo.

DISTRICT 9

Alaska, Idaho, Montana, Oregon, Washington, Wyoming

Alexandria G. Carlisle, granddaughter of **Arthur Martin** of Local 78, Pocatello, Idaho; Kevin E. Doughty, son of **Melvin T. Doughty** of Local 446, Cheyenne, Wyo.; Kenyon R. Hatten, granddaughter of **James F. Hatten** of Local 544, Havre, Mont.

Trade Scholarship Winner

Christian A. Waldrop, grandson of **Charles H. Branton** of Local 1033, Atlanta, Ga.

TTD, SMART TD, Labor Unions urge DOT to protect bus & transit operators from assault

Edward Wytkind, president of TTD, AFL-CIO; SMART TD President **John Previsich** and other union leaders have released a joint letter to U.S. DOT Secretary of Transportation Anthony Foxx urging DOT to issue a rule to protect bus drivers and other transit operators from physical assaults plaguing the industry. Below are the contents of that letter.

"As labor organizations representing transit workers throughout the country, we urge the Department of Transportation and your Federal Transit Administration (FTA) to issue a rule to protect bus drivers and other transit operators from the physical assaults that are plaguing this industry. As you know, Section 3022 of the Fixing America's Surface Transportation (FAST) Act, builds upon FTA's authority to regulate the safety of public transportation and requires the agency to issue a rulemaking on transit operator assaults. We believe that given the gravity of the problem, the clear Congressional directive, and DOT's own engagement on this issue, a rule to mitigate assaults should be finalized this calendar year.

"For the last several years, an epidemic of workplace violence has fundamentally undermined the enterprise of providing public transportation throughout the nation. According to the FTA's National Transit Database, which does not even fully capture the true extent of incidents, approximately 135 transit operators are assaulted every year. These incidents not only pose severe physical and emotional problems for the members we represent, but jeopardizes the safety of public transportation more broadly. When operators are assaulted, passengers can be put at risk when violence spreads into a vehicle. And when an assault occurs while a bus is in operation, the driver may lose control putting riders, other vehicles and pedestrians in danger.

"At present, there is no uniform or national standard for stopping transit operator assaults. While unions and some local transit agencies have diligently worked to address this problem – including through the collective bargaining process – these efforts are limited in the scope of protections provided and only cover a small number of agencies.



"Given that we have seen a dramatic uptick in assaults across the country, in cities, suburbs and even rural communities, it is clear that a national set of rules, as mandated by Congress, are urgently needed.

"We also reject the notion that basic safety issues like driver assault should be left to the collective bargain process, which inherently forces workers to give up something of value to achieve what should be an inherent right and leads to inconsistent and incremental solutions that subject too many workers to an unsafe working environment.

"Fortunately, the FTA has been vested with the legal authority and congressional mandate to address transit operation assaults. In 2012, the MAP-21 gave the FTA broad legal authority to regulate and oversee transit safety nationwide, and the agency has subsequently moved forward with a series of rulemakings delineating its broad oversight of the industry.

"Building upon this authority, Section 3022 of the FAST Act requires the FTA to issue a NPRM on 'protecting public transportation

operators from the risk of assault.' While we understand that this section mandates an NPRM no later than 90 days after the publication of a broad report on public transportation safety, we believe the FTA has the authority to issue rulemaking before this report is issued.

"First, the 90 day review only sets the outer limits of when an NPRM is to be issued – it does not limit the FTA's ability to move quickly to address this problem. In fact, the section's 'Saving Clause' specifically reserves for the agency the clear flexibility to issue the rule when they see fit, not necessarily at the conclusion of any study. Finally, the FTA's general authority to regulate transit safety dating back to MAP-21 would allow the agency to issue rules on driver assaults absent any direct mandate.

"We welcome further study, and believe it can serve future understanding of how to implement worker safety, but there should be a rulemaking to establish a safety regime in the interim. As organizations that confront the daily toll of this violence, we believe existing information, including that provided by the FTA, is clear and actionable.

"Waiting to conclude a lengthy study prior to beginning to move forward will push such a decisions to a future Administration and only serve to further delay timely, potentially life-saving intervention.

"Given the clear legal authority, congressional mandate and daily evidence of dangers facing operators and the safe movement of public transport, we ask you to move forward with a rulemaking to mitigate driver assault. We look forward to working with you and are happy to provide further input and insight on this issue as you move forward with implementation of the FAST Act."

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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 rail-road, 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 White Pass and Yukon Route Railroad Conductor **Ryan Ellis** of Local 1626 at Anchorage, Alaska. "I took this picture February 2016 during the annual Ski Joring competition in Whitefish, Mont." Ski Joring is a sport in which cowboys on horses pull skiers.

RSAC assigns working group to review industry speed signs

Column by John Risch, National Legislative Director

When is the best time to plant a tree? A good answer is 20 years ago, because if you had planted it then, you could be sitting under it now. The second best time to plant a tree is today.

That kind of sums up the way our legislative department work goes. For several years we have been pushing for a law or regulation requiring a minimum of two crew members on trains, because we all know the only safe way to operate a train is with a crew of at least one conductor and one engineer. On March 14th the Federal Railroad Administration (FRA) issued a proposed rule requiring most trains in America to have a minimum of two crew members. We are hard at work putting together comments and recommendations in order to make the final rule as strong as possible.

On February 26th we asked the FRA to address the issue of uniform speed signs for speed restrictions, and on April 7th the FRA's Rail Safety Advisory Committee (RSAC) approved an industry working group to address this issue. While these sorts of things take time, like a tree takes to time grow, to see substantial progress only 41 days after our request is remarkable.

The lack of speed signs on many railroads came as a shock to me. We are all creatures of our environment and having worked for 30 years on the BN and BNSF – railroads with excellent speed signs – I assumed all railroads, just like all highways, used speed signs... how wrong I was.

Two years ago one of our members on NS told me that

railroads did not use speed signs on temporary restrictions – temporary sometimes means 24 hours and other times it can mean two to three years. Even worse, we found that speed signs are not only inconsistent across railroads, but that CN doesn't use them at all.

Then came the tipping point and what prompted us to ask the FRA to address this issue. It was CP's announcement that beginning on January 1, 2016, they would no longer be using speed signs for temporary restrictions. Our members on CP were justifiably outraged and we petitioned the FRA.

We really shouldn't need the government to get involved in simple, yet critical, safety measures like requiring adequate speed signs. Adequate signage should be a basic part of good railroading. We asked CP to reconsider their decision to eliminate the signs, but they ignored us. When I personally asked the COO of NS to put up signs he responded, "John, we have been running a railroad for more than 150 years." That arrogant response needs no clarification.

Because some railroads refuse to adopt good safety practices, we have asked the government to get involved. Sadly, some railroads will only make safety improvements when required to by the government.

Whether it is making sure trains have adequate staffing, or that crews have proper speed signs, we are pushing forward to make railroading as safe as possible. That's what your legislative department is tasked with doing: planting trees today, so that we have a safe and secure workplace now and in the future.

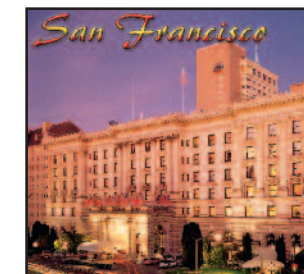
Inside this issue of SMART Transportation Division News:



Yardmaster Council meeting convened at SMART TD headquarters in April. See page 1.



New agreements reached with California Northern Railroad and Trona Rail. See page 3.



Regional meeting workshop list. See pages 6 & 7.



UTUIA Scholarship winners announced. See page 11.