

SMART[®]

Transportation Division News

NMB backlog broken

Additional funds get cases moving in arbitration system

With the help of some additional funds, what had been a stubborn clog in the Section 3 arbitration process has loosened, and now nearly 550 SMART TD members whose cases had been stuck in a backlog at the National Mediation Board (NMB) have had them moved along.

In May, Congress voted to release an added \$570,000 to the NMB's normal funding to help the board resolve more than 6,000 cases that had been scheduled at the start of the 2016 fiscal year. As of last month, all of those cases had been assigned to an arbitrator and were being worked through.

Had a brother or sister found their case trapped in that backlog, he or she could find themselves in an economic limbo. Bills could accumulate as their working lives were, in essence, on hold for months or years in the most extremes cases, until those cases were scheduled and then resolved.

"This is a huge deal because many of our members had been waiting for upwards of two years for resolution," GO 001 General Chairperson Mike LaPresta said.

In August and September combined, a total of 3,600 Public Law Board (PLB) and National Railroad Adjustment Board (NRAB) cases, including 544 involving SMART TD members, seeking arbitration were funded by that additional appropriation, which was secured through the efforts of several unions, the Transportation Trades Department of the AFL-CIO and SMART TD Legislative Director John Risch, said Dave Wier, SMART TD international vice president.

The NMB was formed in 1934 by an amendment of the 1926 Railway Labor Act in an effort to facilitate the resolution of disputes and to help mitigate strikes. After it was established that rail labor would seek arbitration rather than striking when an impasse was reached between carriers, the federal government agreed to pay for the expenses incurred by going to arbitration for "minor disputes" known as Section 3 cases.

Two years later, when the airlines were included in

Pending/closed Section 3 cases			
FISCAL YEAR	Pending at FY's start	Pending at FY's end	Closed cases in FY
2008	5,551	6,212	5,395
2009	6,212	4,059	7,073
2010	4,037	2,770	5,684
2011	2,770	2,384	4,294
2012	2,384	2,084	3,869
2013	2,084	4,328	4,332
2014	3,577	4,944	2,946
2015	5,133	6,247	2,702
2016	6,247	7,590*	2,824*

* Estimates from National Mediation Board
SOURCE: NMB data

coverage under the NMB, no such provision was made, so airline labor unions pay for use of NMB's services.

Arbitration decisions made under Section 3 are final and binding, with very limited grounds for judicial review.

But just because those cases involved in the backlog have been scheduled doesn't mean NMB's plate ever gets cleared. As of Oct. 31, its website listed close to 8,400 cases to be heard in fiscal year 2018.

Reps seek examination of effects of long trains

After derailments, blocked crossings and other complications, two members of the U.S. House of Representatives' Committee on Transportation and Infrastructure have asked for the federal Government Accountability Office to study the effects of longer freight trains.

In the letter dated Nov. 7, ranking members Peter DeFazio, D-Ore., and Michael E. Capuano, D-Mass., made the request after referencing the derailment Aug. 2 of a CSX train in Hyndman, Pa.

The derailment of 32 cars from the train that consisted of five locomotives and 178 rail cars caused the evacuation of about 1,000 residents and destroyed a house in the small town. The representatives noted in their letter that the average freight train consists of about 70 cars.

"Recent press reports indi-



Capuano



DeFazio

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Inside this month

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Around the SMART TD

Local 303, Springfield, Mo.



Local 303 President Tim Latham bats for his team.

Legislative Representative **Jeff Nichols** reports that the local came up just short in defending its championship from last year in a charity softball tournament against other unions. The local played as part of the union bracket of the Springfield Central Labor Council’s 2017 Pay it Forward Softball Tournament on Sept. 23 at Summers at the River Sports Complex.

Local 303 ultimately fell to Springfield City Utilities Water and Gas Workers/IBEW 753 and ended up taking second of eight teams, Nichols said.

The tournament raised more than \$1,300 with proceeds benefiting the AFL-CIO United Way of the Ozarks Partnership.

Local 1031, Savannah, Ga.



Local 1031 Legislative Representative Isaac Gamble (right) attends a celebration honoring Georgia U.S. Rep. John Lewis (left) for his 30 years of service. Lewis recently signed on as a supporter of H.R. 233, the two-person crew legislation. **See State Watch on page 10** for more on that.

Local 1315, Covington, Ky.



Local 1315 President Chris Miller (left) and UTUIA Assistant Field Supervisor Matt Tolliver (1601) participate at the local’s membership drive and golf outing.

This local held a membership drive and golf outing in Alexandria, Ky. UTUIA sponsored the longest drive contest with a golf club awarded to the winner.

“The event, with nearly 40 golfers, provided a day of fun, food and information for all involved,” said Local 1315 President **Chris Miller**.

Local 1522, Washington, D.C



Board of Appeals member and Amtrak General Chairperson (GCA 769) Dirk Sampson addresses members of Local 1522 about issues at the district’s Union Station. Discussions revolved around forced 12-hour shifts, vacation allotments, “good faith challenges” and other issues.

SMART TD member in ICU after attack

Amtrak conductor and Local 1933 member **Amanda “Mandie” Brillhart** has been in the hospital for nearly two months and continues to recover after Florence, S.C., sheriff’s deputies said her husband, Charles Durell Nethercutt, poured gasoline on her and set her on fire in their home in late September.



Amanda Brillhart

As a result of the attack, Brillhart received severe burns to her torso, arms, legs and feet and has had extensive surgeries.

Online fundraisers at GoFundMe.com continue to help her family with medical costs.

In an update on the crowdfunding site posted this month, Brillhart’s mother, Annette Brillhart, said that Mandie, 27, the mother of a one-year-old son, was walking with assistance and had undergone 19 surgeries at last count.

“I cannot tell you how grateful that we as a family are for the support that you all have shown for her and us as well. I am reading all the wonderful thoughts and prayers for her and I am overwhelmed,” Annette posted. “Please continue to pray for her and leave your well wishes on this site or you may send a card or letter of encouragement to our home.”

“When she finally gets out of ICU, I can bring them to her and she can read them and get a better understanding of how much she means to people, even the ones she does not know.”

To contribute online, visit <https://www.gofundme.com/yasvcw-support-for-mandie>.

To send cards or letters, address them to:

Annette Brillhart
102 Red Coat Lane,
Columbia, SC 2922

Nethercutt was taken into custody by police in November after fleeing to Yonkers, N.Y., and was awaiting extradition to South Carolina to face the charges against him.

Warning signs of domestic violence

- Domestic violence can be defined as a pattern of behavior in any relationship that is used to gain or maintain power and control over an intimate partner.
- Some of the signs of an abusive relationship include a partner who:
- Embarrasses you with put-downs
 - Controls who you see or talk to, where you go or what you do
 - Takes your money or refuses to give you money for necessary expenses
 - Prevents you from working or attending school
 - Pushes, slaps, chokes or hits you
 - Tells you you’re a bad parent and threatens to harm or take away your children
 - Intimidates you with weapons

If you or someone you know is a victim of domestic violence, call the **National Domestic Violence Hotline** for help at **1-800-799-7233** or for the hearing impaired **TTY 1-800-787-3224**. Visit the National Domestic Violence Hotline website at www.thehotline.org.

Members helping members: Locals help recovery from Hurricane Harvey



Members of Locals 1886, 1904 and 1974 gathered together Aug. 31 to help out Brother Will Davis after he lost everything during Hurricane Harvey.

Pictured from left: Spence Gaskin (1904), Steven Mancillas (new-hire, will be a member of 1886), Local Legislative Representative Josh Smith (1886), Taylor Denman (1886), Luke Corgey (1904), Local Trustee Hector Garza Jr. (1886), Augustus Saenz (stepson of Luke Corgey), Cody Scott (1886), David Gongre Jr. (1886), General Chairperson Chris Alston (1886), J. B. Howard (1886), Antwoine Wiggins (1886), Mark Stansel (1886), Jared Ramsey (1886), Local Trustee Kevin Johnson (1886), Anthony Hodge (1886), Davis (green shirt), Ceasear Chopp (1886), Lance Wagner (1886), Jason Luna (1886), Joshua Luna (son of member Jason Luna) and Andrew Turner (1886). **Not pictured:** Bryson Bean (1886), Dennis Womack (1886), Brett Chandler (1974), Port Terminal Railroad Association (GCA PTH) Vice Chairperson Dallas Thurman (1904), George Dimitri (1886) and Lorenzo Meza Jr. (1904).

In the aftermath of Hurricane Harvey in August, members of Locals 1886 (Houston), 1904 (Houston) and 1974 (Fort Worth, Texas) all came together to help Local 1886 member **Will L. Davis**.

Brother Davis lost everything during Hurricane Harvey and was eventually rescued from his rooftop after the storm struck. Brother Davis reached out to Port Terminal Railroad Association (GCA 803) General Chairperson **Chris Alston** for any volunteers to help with cleanup. Brother Alston reached out to mem-

bers and within two hours, 25 members plus some relatives of members from the three aforementioned locals showed up to lend a hand to help Brother Davis start the cleanup.

Brother Davis did not have flood insurance and was loaned a travel trailer to live in by member **Josh Crocker**, who has been a TD member of Local 1886 for less than a year.

"This tragic event has brought together our union brothers to represent the true meaning of brotherhood and unity," Alston said.

Control of NMB changes with new appointees

As expected, control of the National Mediation Board (NMB) has changed from Democratic to Republican hands with the confirmation by the U.S. Senate early this month of a pair of President Donald Trump's appointees.

By Senate voice vote Nov. 2, Kyle Fortson, of Washington, D.C., was confirmed to serve a term lasting until July 2019 and fellow Republican Gerald Fauth of Virginia was confirmed to serve a term lasting until 2020.

In the same vote, the sole Democrat on the board, Linda Puchala, also was reappointed to a term lasting until July 2018.

Fauth becomes chairman of the NMB and replaces longtime fixture on the board Harry Hoglander, a Democrat who had served on the board since being appointed in 2002 by then-President George W. Bush. Fortson replaces Republican Nicholas Gael, who took a Labor Department position.

The NMB is tasked by the federal Railway Labor Act to mediate disputes between management and labor over collective bargaining issues when negotiations cannot reach an agreement.

Just last December, the board stepped in by mediating the latest talks between the Coordinated Bargaining Group, including SMART TD and five other unions, and rail carriers.

That mediation resulted in the tentative National Rail Agreement that was being voted on this month.

If that proposed agreement is rejected by members, the now-Republican-controlled NMB would determine what would happen next in the bargaining process.

UP switchman is fatally struck in Texas

Union Pacific switchman Jon Paul Beckman, 48, was killed when he was struck by a train Sept. 22. He was working in Arlington, Texas, when the accident occurred.

Beckman hired out with UP in 2001 where he held the positions of conductor, foreman, brakeman and switchman over the years.

Beckman was a member of Local 243 in Fort Worth, Texas, for 19 years. He served the local as president since 2007 and local chairperson since 2012 and was also the local's delegate.

In his free time, Beckman enjoyed extreme couponing, Black Friday shopping, Royals and Rangers games, gambling and



Jon Paul Beckman

smoking cigars.

Beckman is survived by his mother, Bonnie Jean (Flin) Beckman; children Jordan Beckman, Nick Beckman and Christian Cumro; and siblings Kate (Lee) Reith, Sherri (Brent) Polson, Jennifer (Corey) Woodyard, Gary Beckman, Kelly (Paul) Jay and Kim (Clinton) Day. He was preceded in death by his father, Mardell LeRoy "John" Beckman.

SMART TD extends its condolences to Beckman's family and all who knew him.

Long trains' effects

Continued from page 1

cate that some railroads are now operating trains with close to 200 or more cars that are more than two miles long," they wrote. "We have concerns that longer trains can create unusually long delays at grade crossings and may pose safety risks to train crews and the public."

DeFazio, ranking member on the House Transportation and Infrastructure Committee, and Capuano, ranking member on the Railroad Subcommittee, also mentioned operational challenges for rail workers, such as possible loss of radio contact, or service delays as a result of longer trains.

"We appreciate that these congressional leaders have asked for a review of these dangerously long trains," said SMART-TD President John Previsich. "This issue was also addressed by John Risch, our national legislative director, at a recent STB hearing."

Risch appeared Oct. 11 in Washington, D.C., before the Surface Transportation Board at a listening session focused on problems with CSX's service.

"Urging CSX to do better will not fix the problems that excessively long trains cause," Risch said during his testimony, of which video and transcription are available at <http://bit.ly/2j08whT>.

DeFazio and Capuano's letter asks the GAO to look into various aspects of longer trains from the perspective of rail worker and public safety and also to examine the levels of oversight available on the federal, state and local levels to remedy safety concerns posed by longer trains.

To read DeFazio and Capuano's letter, visit https://smart-union.org/gao-long-trains_110717.

Retired VP W.W. Lain passes away

Retired UTU Vice President William W. Lain Jr., 63, died Monday, Oct. 9.

Lain Jr., born July 5, 1954, started his career with the Alton & Southern Railway (A&S) in 1973 as a locomotive fireman.

He was promoted to locomotive engineer the following year.

He became interested in the affairs of his union in 1984 when he was elected vice president of Local 1929, which represents A&S workers in the East St. Louis, Ill., area.

In 1985, Lain was elected vice local chair-



W.W. Lain

person for engineers in his local. Lain ran for and was elected general chairperson for the A&S in 1998.

Delegates at the UTU convention in 2007 elected Lain second alternate vice president-East and he took office Jan. 1, 2008.

Lain was elevated to international vice president by the UTU Board of Directors in 2009.


Looking ahead, listening closely

The phrase “This is your union” is used in many connections, all linked to the value you bring and how it adds to our collective strength.

It can be easy to lose sight of the simple, literal truth that your union is part of your life every day, helping you receive fair pay and good benefits and giving you the representation and the collective voice at your workplace.

Another truth is that you are part of the union every day. Your thoughts and opinions matter. I want you to know that your voice can be heard — and is part of the life of our Union, from the smallest local union to the highest levels of our International Association.

As you may have seen in our monthly videos, I have been making myself accessible, reaching out to talk with members of the Transportation Division and our other crafts where they work or at the local union hall. I have these conversations as my travel permits, but



SMART

General President's Column

By Joseph Sellers Jr.

I want to reach more of our membership.

Going live, taking questions

To give more of you an opportunity to take part, we have added an online expansion of those conversations — live streaming video of “Town Hall Forums” (scan the QR code at the end of this column) where I respond to questions that members send in.

Our first forum was early this month. Several hundred members registered to stream the session, and some formed viewing sessions of their own at their locals. Among the questions I answered during the broadcast was an update on the na-

tional carrier negotiations.

While I was only able to cover a fraction of your many topics “on air,” any member who submitted a question and provided their contact information will get a response — not necessarily from me, but from an appropriate member of the leadership or senior staff.

One of my highest priorities is to identify and develop new ways to increase our strength and be even more effective in how we address the needs and interests of each member. We need you, an active membership, to pursue that goal.


Your energy fuels our collective power and our progress at every

level. I want to know what your priorities are and make sure they are part of the planning and decision-making across our organization.

I encourage each of you to sign up at SMARTaction.org and to text SMART to 90975 so that you’ll receive alerts about upcoming online forums. In almost every state, we have a TD and SM member helping us coordinate and message our efforts.

Join the discussion about how we are responding to today’s issues and preparing for the challenges ahead. I want to hear from you. Make your voice heard.

This is your union.

Fraternally,

Joseph Sellers Jr.
General President, SMART



Aviation Department News

News affecting our aviation membership

Outgoing Huerta praises general aviation safety progress

Outgoing Federal Aviation Administration (FAA) Administrator Michael Huerta touted progress that has been made in reducing the number of aircraft-related fatalities in the United States at a meeting last month.

At the fifth annual General Aviation Safety Summit in Washington D.C., on Oct. 24, Huerta announced “it looks like 2017 will be our safest year yet,” in regard to general aviation (GA) fatalities.

The number of fatalities is well below the target of 1 per 100,000 flight hours, Huerta said.

“This is a significant accomplishment,” he said. Huerta highlighted other progress made by the agency in the realm of safety, including rewrites of Part 23 — the rules that cover small aircraft — that went into effect on Aug. 30. He also mentioned a streamlining of the approval process for non-required safety enhancing equipment.

“These actions will ensure that new GA aircraft can benefit from innovative, performance-based technologies — while making it easier for the existing fleet to modernize and install life-saving equipment,” Huerta said.

One challenge still ahead for FAA is meeting the Jan. 1, 2020, deadline of equipping GA aircraft with the Automatic Dependent Surveillance — Broadcast technology. Right now, Huerta said, there are only about 31,000 aircraft compliant with that mandate.

“We’re just not where we want to be a little more than two years out from the deadline,” Huerta said.

The deadline will arrive under new leadership. Huerta’s five-year term is up in January.

“In aviation, we’re always chasing the perfect,” Huerta said. “And as long as general aviation accidents keep occurring, we must stay vigilant and keep finding new ways to advance our shared safety mission.”



Huerta

Bus Department News

A message from your bus department leadership

Dear Bus Members:

I have been updating you as much as possible on the ever-evolving Department of Transportation (DOT) and Federal Motor Carrier Safety Association (FMCSA) positions on obstructive sleep apnea (OSA). I recently wrote and informed you that FMCSA had scrapped its plans to issue a guidance on OSA, but unfortunately that may be changing soon. The reason for that change involves one owner with one bus.

On Oct. 23, 2016, on Interstate 10 near Palm Springs, Calif., USA Holiday, a privately-owned company that was transporting passengers from the Los Angeles area to Red Earth Casino in Salton Sea Beach, Calif., ran into the back of a truck trailer, killing 13 and injuring more than two dozen others. The driver, who was also the owner of the bus, was also killed in the accident.

The National Transportation Safety Board (NTSB) recently found that the accident was caused by the inadequate transportation management plan for stopping highway traffic near utility work by the California DOT. They also cited fatigue related to undiagnosed obstructive sleep apnea and inaction by the driver due to fatigue.

NTSB is using the driver’s extreme obesity for its ruling, which has been our concern that this issue can be discriminatory. As you recall, I wrote that FMCSA had pulled back its guidance, but several members of Congress voiced their displeasure with this ruling. As a result of this accident, the NTSB has requested that FMCSA make the 2016 Medical Review Board/Motor Carrier Safety Advisory Committee recommendations on screening for OSA easily accessible to certified medical examiners, and instruct the examiners to use the recommendations as guidance when evaluating commercial drivers for OSA risks.

I will try to keep you informed as accurately and as quickly as possible, because any subsequent ruling will impact our lives and livelihoods.

Also, the holiday season is upon us and I would like to take this opportunity to wish all of you and your loved ones a safe and joyous holiday season.

In solidarity,
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SMART TD Bus Vice President
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State Watch

News from SMART TD State Legislative Boards

Georgia

In a world with the internet and cellphones, it might be a breeze to get in touch with someone, but the face-to-face approach gets things done.

Just ask **Matt Campbell**, SMART TD's Georgia state legislative director and a member of the SMART TD National Safety Team.

Campbell visited Capitol Hill in Washington, D.C., Oct. 11 and 12 along with members of SMART TD's national legislative office and met with several members of his state's congressional delegation to drum up support for H.R. 233 – two-person crew legislation.

U.S. Reps. David Scott (D - Dist. 13) and Sanford Bishop (D - Dist. 2) signed on as co-sponsors during Campbell's initial visit.

"It wasn't hard to get them to sign on, based on past experiences with SMART TD," Campbell said. "They're for good jobs and safer working



David Scott, top, and John Lewis, support H.R. 233.



SMART TD Georgia Legislative Director Matt Campbell (left) meets with U.S. Rep. Sanford Bishop in Washington, D.C.

conditions."

A couple of weeks later, Campbell got word that U.S. Rep. John Lewis, (D - Dist. 5) also would sponsor the bill.

"It goes to show that being active by meeting and talking to lawmakers about issues important to members, regardless of political party, is worth the effort and makes more of an impact," Campbell said. "These congresspeople work for us. It's important to reach out to them and let them know who you are."

Campbell plans another trip to Washington in the coming months to secure more support for the legislation.

New Jersey



State Legislative Director Ron Sabol (left) and New Jersey Transit General Chairperson (GCA 610) Steve Burkert (right) endorsed Democratic candidate Phil Murphy (center) in the Nov. 7 election for governor. Murphy won the election.

Ohio



Ohio Assistant State Legislative Director Ralph Lechlitter (right) visited our national legislative office in Washington, D.C., and attended a fundraiser put on by the Democratic Congressional Campaign Committee. While there, he met with U.S. Rep. Joe Kennedy III, D-Mass., (left) and U.S. House Minority Leader Rep. Nancy Pelosi, D-Calif.

Virginia



Pictured, from left, are: Todd Taylor (60); Esker Bilger; Jared Jackson (1053); Washington, D.C., Legislative Director Willie Bates (1933); Hobbs (854); Tim Craver; Northam; Richard Edmonds; Cid Charles; Herb Harris (243) and Don Slaiman.

The Virginia State Legislative Board put on a breakfast to show support for Democratic Lt. Gov. Ralph Northam's ultimately successful campaign for governor.

"We invited all rail labor unions to the breakfast meeting to show our support together for his campaign," Virginia State Legislative Director **Ronnie Hobbs** said.

Delaware



State Legislative Director Jimmy Mallon (left) and Alternate National Legislative Director Greg Hynes (right) met with Democratic U.S. Rep. Lisa Blunt Rochester on Sept. 6 at her Capitol Hill office. "She was very receptive to all of our positions on all issues, including two-person crews and excessive train lengths," Mallon said.

Texas



In this photo courtesy of his son, Brian English, Connie English Jr. takes a snooze on Brian's shoulder during a family trip.

Retired State Legislative Director **Cornelius "Connie" M. English Jr.**, 74, died Oct. 14 at his home of congestive heart failure.

A veteran of the Army National Guard, English joined the Army in 1962 and was stationed in Fort Polk, La.; Bergstrom Air Force Base in Austin, Texas; and in Okinawa, Japan, from 1962 to 1965. Upon his retirement from the Army, English went to work for Southern Pacific Transportation Co. After seven years, he hired out with Southern Pacific Railroad as a brakeman and later as a conductor.

From 1999 until his retirement in 2015, English served as state legislative director of Texas. His son, **Brian English**, currently serves on the Texas state legislative board as assistant state legislative director.

SMART TD extends its condolences to English's family and all who knew him.

Legislative directors:

If you have news to submit for publication in State Watch, please send it to:

news_td@smart-union.org

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YOUR safety, OUR priority

When there's an accident on the rails, the national Safety Team is there to assist

The SMART TD National Transportation Safety Team is comprised of 21 members, each of whom is on call 24 hours a day to assist in the investigation of any rail-related accidents.

Team members are chosen by the SMART Transportation Division president based on their experience, knowledge of operating rules, passion for safety and geographic location. Being selected is an honor, but being an active SMART TD member is a requirement. Each member receives extensive training from the National Transportation Safety Board.

One of the prime reasons for the team's establishment is workplace safety.

"By utilizing our operating expertise to develop facts as to the cause of an accident, we are able to further this agenda by playing a vital role in making safety recommendations to avoid future occurrences," said NST Co-Director Jerry Gibson.

Since these accidents and investigations can happen anywhere at any time, team members can get a call in the dead of night and must be ready to travel at a moment's notice.

When a major rail accident occurs, a co-director assigns one or more team members, who immediately head to the scene.

An NST co-director also notifies the SMART TD general chairpersons in the region and the respective state legislative director, as well as the NTSB.

The principal government agency the team works with is the NTSB. On a collateral basis, team members may also work with other agencies, including the Federal Railroad Administration (FRA), railroad carriers, local police, fire and EMS departments and others.

In an NTSB investigation, there are no sides and no adversarial rela-

tionship — the investigation is strictly for the purpose of developing facts as to the cause of an accident, as well as making safety recommendations to avoid future occurrences.

Members' toughest responsibilities are never to speculate and always to keep their lips sealed, but those responsibilities support the team's primary mission — safety, something top union leaders take very seriously.

"With the support of President (John) Previsich, we were able to take this program to the next level, enhancing our team in recent years in many ways. We expanded the number of team members, placing them in strategic locations, reducing travel time and expenses," Gibson said. "We also enhanced our training, equipment and re-wrote our manual — all positive steps in our attempts to eliminate these tragic events and get our fellow brothers and sisters home safely.

"As a fraternal organization, our duty is to be our brothers' and sisters' keeper, and it starts with safety. We need special people with a special skill set and I am proud to work alongside my fellow NST members."

Gibson said a revamp that began in 2014 came to a conclusion in 2016 with the rewritten manual and joint training in Cleveland. These changes, including the installation of co-directors at the head of the team — Gibson, who leads freight accident investigations, and Willie Bates, who leads passenger accident investigations — have helped the safety team better accomplish its mission.

"When we decided to revamp our team, we looked at everything, and if it could be improved, we did it. It was a culmination of years of in-depth discussions with input from both veteran and new team members — all of which brought something to the table," Bates said. "We recognized

SMART Transportation Division has no higher priority than fighting for laws, regulations and work rules that ensure our members go home to their families in one piece.

We know that the railroad industry is one of the most dangerous, where accidents too often result in career-ending injuries or death.

Danger similarly lurks for bus, commuter, production and transit workers, and that is why our efforts include fighting for safer bus and passenger car construction, and increased training in the handling of unruly passengers, with our staff constantly monitoring changes to OSHA and other occupational regulations.

In addition to our efforts before Congress, state legislatures and regulatory agencies, as well as the negotiating table, to advance work-



place safety, we have several dedicated teams that study safety issues and make recommendations — **the Switching Operations Fatalities Analysis (SOFA)** working group,

the SMART Transportation Division national Safety Team and the SMART Rail Safety Task Force.

The SOFA working group is a coordinated effort with the Federal Railroad Administration, carriers and labor organizations to develop safe practices that reduce fatalities and career ending injuries in yard switching operations.

The 21-member **SMART Transportation Division National Safety Team** assists National Transportation Safety Board investigators in ascertaining facts relating to rail accidents.

The **SMART Rail Safety Task Force** works with general chairpersons, state legislative directors, local officers and members to develop safe practices and techniques to improve — and keep at its highest level — situational awareness in yard and road operations.

the need to have both passenger and freight experience and, with President Previsich's blessing, we were able to do just that."

Bates also said that Vice President John England is an invaluable resource, being one of the original team members and a strong advocate for membership safety.

However, the need is out there for more members to become involved, Bates said.

"The fact is we should all be on the safety train, it's the most important thing we do to ensure we are there for our families," he said. "While the NTSB intelligence network for accident notification is in place, it is not infallible, and many accidents are not reported in a timely manner."

If there is a railroad accident, Bates urges members to contact a team member or co-director and provide as much information as possible.

"Please do not assume others are aware of an incident," Bates said. "We will then report it to the NTSB emergency center."

"As a fraternal organization, our duty is to be our brothers' and sisters' keeper, and it starts with safety. We need special people with a special skill set and I am proud to work alongside my fellow NST members."

Jerry Gibson,

National Transportation Safety Team co-director

Kevin L. Smith named to appeals board

Kevin L. Smith, general secretary of Union Pacific Western Lines General Committee GO 887, will replace the retiring **David W. Patenaude** on the SMART TD Board of Appeals after a vote Oct. 3 by the union's board of directors.

Smith began his career as a switchman with UP in April 2006. In 2007, he was voted in as legislative representative of Local 1813 in West Colton, Calif., a position he held through 2015. In 2010, Smith was elected vice local chairperson for the local until 2014, when he was elected local chairperson — a position he still holds. He's also served his local as a delegate at the 2011 and 2014 SMART TD conventions. At GO 887's quadrennial meeting in 2015, Smith was elected general secretary.

In 2014, Smith was appointed to the SMART TD National Transportation Safety Team by SMART TD President John Previsich. Smith continues to be a member of that team.

"Being elected to the board is pretty heady stuff for a simple switchman," Smith said in an email. "It is a great honor to serve on the SMART Transportation Division Board of Appeals representing yardmen. I look forward to working with the members of the board and contributing my skills and knowl-



Smith

who were transporting hazardous materials on a daily basis. As a result, he worked to become a Rail Workers Hazardous Material Training Program staff peer trainer. He continued his training in hazardous materials and became an authorized trainer for the Occupational Safety and Health Administration and a Hazardous Material Instructor Trainer for the Department of Transportation. He also became a Modular Emergency Response Radiological Transportation instructor for the Department of Energy's Transportation Emergency Preparedness Program.

Smith, 55, is qualified as a switchman, brakeman and conductor and received his remote control qualification in September 2007. A California native, he has been married for 29 years to Catherine Smith and has three adult children: Jaime, Rose and Tyler; and seven grandchildren. He also competes in duathlons and triathlons.

Smith was nominated by exec-

edge to the membership." In 2009, Smith became interested in potential dangers posed to members



Patenaude

utive board member **Gary Crest**. SMART TD looks forward to working with Brother Smith and congratulates him on his

new positions with his general committee and on the board of appeals. Patenaude, of Montgomery, Texas, who will retire Nov. 30, began his railroad career Feb. 25, 1979, when he hired out as a switchman/brakeman with Southern Pacific Transportation Company (now UP) in Los Angeles. He was promoted to conductor in 1981 and qualified as a remote control operator in 2003.

A member of Local 1570 in Roseville, Calif., he has served as both vice local chairperson and local chairperson from 1999 to 2009, as well as delegate for the local at the 2011 and 2014 conventions.

Patenaude was elected as 1st vice general chairperson in September 2009, then re-elected in 2011 and 2015.

He was elected to the TD Board of Appeals at the 2014 convention.

SMART TD congratulates Brother Patenaude and wishes him well in his retirement.

2018 railroad paid holiday schedule

Rail employees working under the national agreement between SMART Transportation Division and the National Carriers' Conference Committee will receive 11 paid holidays in 2018:

- **New Year's Day**, Monday, Jan. 1
- **Presidents Day**, Monday, Feb. 19
- **Good Friday**, Friday, March 30
- **Memorial Day**, Monday, May 28
- **Independence Day**, Wednesday, July 4
- **Labor Day**, Monday, Sept. 3
- **Thanksgiving Day**, Thursday, Nov. 22
- **Day after Thanksgiving**, Friday, Nov. 23
- **Christmas Eve**, Monday, Dec. 24
- **Christmas Day**, Tuesday, Dec. 25
- **New Year's Eve**, Monday, Dec. 31

Happy Holidays!



IT MAY GET COLDER,
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Travel mug

Lapel pin

Are you proud to be a member of SMART Transportation Division? Would you like to show everyone else just how proud you are?

Visit the SMART Transportation Division website at www.smart-union.org/td and click on the "Gear" tile to order official SMART TD memorabilia.

All of the SMART TD items featured there are sold through American Products and are union-made and/or are made in America.

All items carry a 100 percent quality guarantee against defects in materials and work-

manship.

Volume discounts on customized orders are available to SMART locals.

All of the featured items can be ordered by credit card directly through the company's secure website at www.utumerchandise.com, or call the company's toll-free telephone number: (800) 272-5120.


Members may also download and print a custom order form that can be mailed to **SMART Warehouse, c/o American Products, 1600 N. Clinton Ave., Rochester, NY 14621.**

SMART TD Alumni

SMART TD Alumni Association

News, information for members of the SMART TD Alumni Association

RR RETIREMENT: Adjust public service pensions to avoid overpayments



Railroad Retirement Act spouse and widow(er)s' annuities, including divorced spouse, surviving divorced spouse and remarried widow(er)s' annuities, are subject to reduction when Social Security benefits or dual railroad retirement annuities also are payable. Such railroad retirement benefits may also be reduced when a spouse or widow(er) is entitled to a public service pension unless exemption requirements are met.

Since the payment of railroad retirement spouse or widow(er)s' annuities can be affected by entitlement to certain other government benefits, such dual entitlement, if not reported to the Railroad Retirement Board (RRB), can result in benefit overpayments which have to be repaid.

Q. For Social Security or railroad retirement purposes, what is considered a public service pension?

A public service pension is any periodic benefit payment, as well as lump-sum payments made in lieu of periodic payments, based on an individual's own employment with a federal, state or local government unit. Examples are pensions paid to teachers, police officers and civil service personnel on the basis of age or disability.

Most military service pensions and payments from the Department of Veterans Affairs will not cause a reduction. A pension paid by a foreign government or an interstate instrumentality also has no effect.

Q. How is the public service pension reduction applied to railroad retirement spouse or widow(er)s' annuities?

For spouses and widow(er)s subject to the public service pension reduction, the tier I reduction is equal to 2/3 of the amount of the public pension. The amount of the public service pension is the current gross amount, before any deductions for income tax withholding, Medicare premiums, health insurance or other benefits.

Q. Are there any provisions that would exempt railroad retirement spouse or widow(er) annuitants from the public service pension offsets?

In order to be exempt from a public service pension reduction, federal, state and local government workers must be covered by Social Security throughout their last 60 months of employment with the pension-paying government entity.

The public pension reduction also does not apply to a spouse or widow(er) who filed for and became entitled to a railroad retirement annuity before December 1977 or to a spouse or widow(er) whose public pension is not based on her or his own earnings.

For more information, contact an RRB field office using the Field Office Locator at <https://www.rrb.gov/Field-Office-Locator> or call 877-772-5772. Most field offices operate 9 a.m. to 3:30 p.m. local time on weekdays, except for Wednesdays, when offices are open 9 a.m. to noon.

Former Alumni National Coordinator Shelley celebrates 50th wedding anniversary



On Oct. 14, 2017, former *UTU for Life* National Coordinator **Jim Shelley** celebrated 50 years of marriage with his wife Dona. The couple married Oct. 14, 1967.

Shelley became an active member of the then *UTU Retiree Program* upon his retirement from Burlington Northern in January 2001. Former *UTU* President **Byron Boyd** expanded the *UTU Retiree Program* and renamed it *UTU for Life* in 2003.

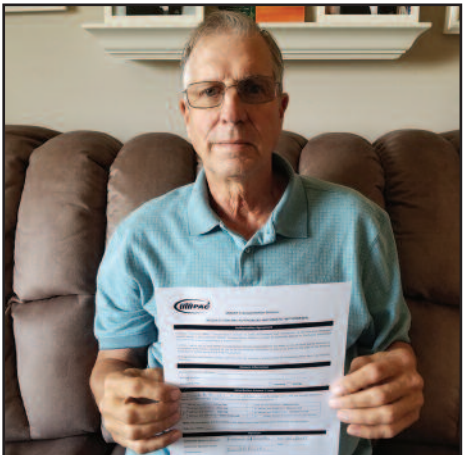
Part of the expansion included adding local chapters

for retirees to stay in touch. Shelley opened the very first chapter in Seattle, Wash., in 2003. Chapter 1 is still active today and coordinated by Shelley. In March of the same year, Shelley became the first national coordinator of *UTU for Life*.

Current SMART TD Alumni Association Coordinator **Carl Cochran** took over for Shelley as national coordinator in March 2006.

SMART TD congratulates the Shelleys on this important milestone and wishes them both well.

Retired local chairperson commits to UTU PAC



Alumni Association member and retired Local Chairperson David Brooks signs up for automatic UTU PAC contributions.

Retired Amtrak conductor and Alumni Association member **David**

Continued on page 10

THE FINAL CALL

Following are the names of recently deceased members who maintained annual membership in the SMART TD Alumni Association, according to reports received at SMART TD Headquarters. These brothers and sisters will be missed by their many friends and by fellow SMART TD Alumni Association members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
2	Andrews, Paul W.	St. Petersburg, Fla.	486	Glover, Harvey R.	Billings, Mont.	1117	Brown, Ivan L.	Richland, Wash.
94	Coy, John W.	Shawnee, Kan.	489	English Jr., Cornelius M.	San Antonio, Texas	1117	Hickey, Thomas J.	Las Vegas, Nev.
94	McGee, Gilbert J.	Chanute, Kan.	587	Folmsbee Jr., Everett C.	Ballston Spa, N.Y.	1175	Davis, Andrew R.	Hermantown, Minn.
113	Fulton, Robert H.	Payson, Ariz.	610	Young, Billy C.	Curtis Bay, Md.	1221	Pafford, Raymond J.	Tampa, Fla.
145	Sickles, Ralph E.	Bellville, Ohio	610	Zimmerman, Freeman R.	Perry Hall, Md.	1221	Pugh, Charles B.	Lake Wales, Fla.
243	Moss, Okley V.	Hurst, Texas	631	Black Jr., Edgar E.	Shepherdstown, W.Va.	1245	Griffin, Charles E.	Rome, Ga.
281	Crotty, Michael D.	Baraboo, Wis.	631	Statler, Thomas E.	Greencastle, Pa.	1390	Sigman, Leonard A.	Blackwood, N.J.
284	Hare, Norman H.	Margate, Fla.	655	Lucion, Henry M.	Bluefield, W.Va.	1420	Crockett, Jack L.	Hernando, Miss.
298	Denham, Harry M.	Peru, Ind.	674	Baker Sr., Arthur H.	Augusta, Ga.	1470	Gratton, William J.	Daytona Beach, Fla.
300	Colleluori, Angelo J.	Plymouth, Pa.	773	Morgan Jr., Ralph C.	Santa Fe, Texas	1494	Smock, Ralph C.	Mountain Home, Ark.
312	Ruedy, Donald R.	Mankato, Minn.	830	Ricker, Roy L.	Bainbridge, Pa.	1501	Trahan Jr., Claude	Gretna, La.
324	Marshall, James Edward	Lake Stevens, Wash.	904	Alexander, Jack D.	Evansville, Ind.	1518	Bennett, Raymond C.	Roachdale, Ind.
329	Graesch, Steven J.	Webster City, Iowa	911	Gerber, Robert P.	Remer, Minn.	1672	Finkle Sr., Willard R.	Branford, Conn.
338	Condra, Robert D.	Whitwell, Tenn.	931	Grastie, Carlos M.	Greenville, S.C.	1892	Hemby, Frank	Kemah, Texas
352	Bryant, Edward M.	Feeding Hills, Mass.	951	Kiker, David B.	Greenwood Village, Colo.	1951	Bonk, Richard J.	Lancaster, N.Y.
367	Timperley, Vernon C.	St. Cloud, Minn.	974	Brown, Kenneth D.	Baxter, Texas	1962	Morris, Terry G.	Garden City, Mich.
378	Grosik, John A.	Punta Gorda, Fla.	974	Wheatley, Edwin W.	Paris, Tenn.	1973	Hambley, George R.	Brooksville, Fla.
473	Brown, Kermit R.	Seal Rock, Ore.	1067	Tourville, Duane L.	Duluth, Minn.	1977	Russell, Walter C.	Seattle, Wash.

Retired local chairperson commits to UTU PAC

Continued from page 9

A. Brooks recently signed up for automatic contributions to UTU PAC at the Gold Club level. “After serving 30 years as a local chairperson before retiring, I understand the important role the Political Action Committee plays in the everyday working conditions of railroad employees,” said Brooks, a former Local 1470 (Edmonston, Md.) chairperson.

By walking the halls of Congress to rally for votes to keep Amtrak funded and through his work with the Maryland state legislative board, Brooks said he personally saw the strength that UTU PAC gave to our causes.

“I saw the power of PAC when we lobbied Congress in 2000 to change railroad retirement to 60/30 (retirement at age 60, with 30 years of service). I don’t think there is a better retirement in the United States than Railroad Retirement, and PAC is working every day to keep it that way,” Brooks said.

Brooks points out that the stronger our PAC is, the more influence and interest is generated with congressional leaders.

“UTU PAC needs your support while you are working and after you retire. The new form makes it easy for retirees to help UTU PAC carry on its operations by making

contributions to PAC,” Brooks said. “Please help by pledging a donation – it could make a great impact on the future of the railroad industry.”

To receive a donation form for UTU PAC, email SMART TD’s PAC Administrator Wendy Miller at wmiller@smart-union.org. You may also send your donation by check made out to “**UTU PAC**” and mail it to **SMART TD, c/o UTU PAC, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333**.

For more information, please call **216-228-9400**.



Final figures for fees objectors for 2016

Percentage of chargeable fees determined by analysis for calendar year 2016

Transportation Division* 77.1 percent

* The item in red is the final figure. It was previously estimated in the July/August 2017 issue of the SMART Transportation Division News to be 76.6 percent. All other reported numbers have stayed the same as originally reported.

SUMMARY ANNUAL REPORT OF THE SMART DISCIPLINE INCOME PROTECTION PROGRAM

This is a summary of the annual report of the SMART Discipline Income Protection Program, EIN: 34-1031303, for the period January 1, 2016, through December 31, 2016. The annual report has been filed with the Employee Benefits Security Administration as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$-2,395,869 as of December 31, 2016, compared to \$-1,961,958 as of December 31, 2015. During the plan year, the plan experienced a decrease in net assets of \$433,911. This decrease includes unrealized appreciation and depreciation in the value of the plan assets at the beginning of the year of the cost of assets acquired during the year. During the plan year, the plan had total income of \$15,403,488 including participant contributions of \$15,148,640 and earnings from investments of \$254,848. Plan expenses were \$15,837,399. These expenses included \$1,361,098 in administrative expenses and \$14,476,301 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:
An accountant’s report;
Financial information and information on payments to service providers, and Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the Discipline Income Protection Program, SMART Transportation Division, 24950 Country Club Blvd, Suite 340, North Olmsted, OH 44070-5333; telephone (216) 228-9400. The charge to cover copying costs will be \$13.00 for the full annual report or \$0.50 per page for any part thereof.

You also have the right to receive, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report, these two statements and accompanying notes will be included as part of that report. The charges to cover copying costs shown above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, SMART Transportation Division, 24950 Country Club Blvd, Suite 340, North Olmsted, OH 44070-5333, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Ave, N.W., Washington, DC 20210.

Start planning...

Dates and places set for the 2018 regional meetings



WESTERN REGION:
July 2-4, 2018
at Westin Seattle,
1900 5th Ave.,
Seattle, Washington



EASTERN REGION:
Aug. 6-8, 2018
at Hilton Diplomat Hotel,
355 S. Ocean Dr.,
Hollywood, Florida

NOTE: No reservations can be made at the hotels before Jan. 1, 2018, but it's never too early to mark those calendars...

Summary Annual Report for SMART GROUP VSTD PLAN AND TRUST

This is a summary of the annual report for the SMART GROUP VSTD PLAN AND TRUST, (Employer Identification No. 34-1031303, Plan No. 506) for the period January 1, 2016 to December 31, 2016. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$5,215,314 as of December 31, 2016 compared to \$3,291,190 as of January 1, 2016. During the plan year the plan experienced an increase in its net assets of \$1,924,124. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. During the plan year, the plan had total income of \$17,286,609. This income included employee contributions of \$17,210,927 and earnings from investments of \$75,682. Plan expenses were \$15,362,485. These expenses included \$2,167,523 in administrative expenses and \$13,194,962 in benefits paid to participants and beneficiaries.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:
1. An accountant’s report;
2. Assets held for investment;
3. Transactions in excess of 5 percent of the plan assets; and
4. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the Plan Sponsor:

SMART
Plan Sponsor
1750 New York Avenue, Suite 600
Washington, DC 20006
34-1031303 (Employer Identification Number)
216-228-9400

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. These portions of the report are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan:

SMART
1750 New York Avenue, Suite 600
Washington, DC 20006

and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to:

U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

When it comes to safety, it's time to lead

In early 1998, a federal task force was created to examine railroad switching fatalities. Coordinated by the Federal Railroad Administration, this working group consisted of representatives from rail labor and carrier industry management.

For 22 months they pored over data from the 76 switching deaths that occurred between 1992 and 1998, as well as reviewed the limited data collected from similar fatal events from 1975-1991. Every conceivable factor involving each member's fatality was charted, analyzed and examined in this exhaustive effort to determine the factors that contributed the deaths of railroad workers.

On Oct. 28, 1999, the very first Switching Operations Fatalities Analysis (SOFA) report containing the findings and recommendations of this group was made public. This report contained five major railroad operating recommendations designed to prevent critical injuries

and fatalities among our crafts, later titled the **"Five Lifesavers;"** the very first recommendation — SOFA number 1 — began with these two sentences:

"Any crew member intending to foul track or equipment must notify the locomotive engineer before such action can take place. The locomotive engineer must then apply locomotive or train brakes, have the reverser centered, and then confirm this action with the individual on the ground."

Sound familiar?

Now, some members have reported that they have been told to go between rail cars without establishing any such protection (3-step, Red Zone, etc.) and that they would face discipline for delaying trains if they took the time to do so. But it so happens that over the past two decades, some members also have been disciplined and terminated over alleged failures to obtain such protection when fouling tracks.

This chaos imposed upon a good portion of our membership affects all of us. Couple this with today's prevailing political philosophy against the supposed evils of regulatory oversight of corporations, especially concerning industrial occupational safety, and we find that protecting ourselves on the job is up to us — now more than ever!

Further, it's a pretty safe bet that all of us know someone who was injured or worse while railroading. We all understand the hazards associated with our line of work, and we are all familiar with the old saying "the rules are written in blood." Contrast this with those reports mentioned above that exhibit a blatant intentional disregard of safe working procedures that have been browbeaten into our conscience from our first day in railroad training, and we have no choice but to lead.

Our union's structure is built upon our ability to look out for each other, and each local has a legislative rep-

resentative (LR) who is our first line of safety. Legislative representatives were around long before the carriers started forming company-run safety committees. We do not oppose these safety committees, and we do rely on the carriers to live up to their responsibility for safety. But remember: We are the leaders in safety — always have been, always will be!

Your Safety Task Force encourages and urges you to work through your local LRs to ensure unsafe conditions and practices are documented, reported and corrected. Email us any question, condition, unsafe trend etc., and we will work to find a resolution.

It is time to lead.
SMART Rail Safety Task Force
email: s_taskforce@smart-union.org
<https://smart-union.org/safety/smart-rail-safety-task-force>



NEWS RADIO KEEL, SHREVEPORT, LA., VIA NTSB
The aftermath of the Sept. 7, 2015, collision between a pair of Union Pacific trains is shown in Texarkana, Texas.

NTSB says sleeping workers a cause of collision, plans to hold hearing on fatal Amtrak collision

The National Transportation Safety Board (NTSB) announced Oct. 12 that it ruled that a collision between a pair of Union Pacific (UP) trains in Texarkana, Texas, in September 2015, was probably caused by crewmembers who did not respond to wayside signal indicators because they had fallen asleep.

The board also said that the lack of a functioning positive train control system was a contributing factor in the collision.

At 12:34 a.m. Sept. 8, 2015, a westbound UP engine on the Pine Bluff Subdivision struck a northbound UP train that was traveling on the Little Rock Subdivision, the board said.

Data from the locomotive event recorder of the striking train showed that the train slowed from 19 to 6 mph after the engineer applied emergency brakes.

The engineer and conductor of the westbound train were treated for minor injuries and there were no injuries to the crew of the northbound train, the report said.

Both of the westbound train's locomotives derailed, spilling 4,000 gallons of diesel fuel, while seven cars of the train that was struck left the tracks.

The NTSB said damage to the trains was



COURTESY NTSB
An Amtrak locomotive bears damage after it struck a backhoe, killing a pair of track workers, in Chester, Pa., in April 2016. estimated at \$4.66 million.

The board also announced Oct. 17 that it was to convene this month to determine probable cause of an April 3, 2016, collision between an Amtrak train and a backhoe that killed a pair of rail workers who were repairing track ballast in Chester, Pa.

A total of 41 passengers were hospitalized, the board's preliminary report said.

Hazmat training schedule is set in Houston

The Rail Workers Hazardous Materials training program has scheduled five-day hazmat/chemical emergency response programs that will fulfill OSHA and DOT training requirements. The program also goes over procedures, different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness and the incident command system training, and completes the OSHA 10-hour general industry outreach requirements.

The training program, which consists of interactive classroom instruction, small group activities, hands-on drills and a simulated hazmat response in full safety gear, is funded by a federal grant from the National Institute of Environmental Health Sciences (NIEHS). This course will provide rail workers essential knowledge, skills and response actions in the case of an unintentional release. These tools are intended to allow rail workers to protect themselves, their co-workers and their communities.

Funding provides for students' air travel, lodging and meals. In addition, an incentive of \$175 per day is available to all training participants of these programs, except those who are able to secure regular pay through their employer or are paid union officers.

Remaining dates of the training class are:
◆ Jan. 7-12, 2018
◆ Feb. 11-16, 2018
◆ March 18-23, 2018

Training will be conducted at the Houston Fire Department's Val Jahnke Training Facility, 8030 Braniff St., Houston, TX 77061.

Programs begin at 5:30 p.m. Sunday and conclude 1 p.m. Friday. Students may be asked to travel on Saturdays to meet program start times or where substantial reductions in airfare warrant. When registering, select dates in order of preference.

For more information, call 202-624-6963 between 9 a.m. and 5 p.m. Eastern Monday through Friday.

Photo of the month

SMART Transportation Division is always looking for good photos and your picture can be featured on this page as a Photo of the Month.

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 moving.

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 JPEG format and emailed to news_td@smart-union.org. We prefer horizontal photos.

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 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.



Brother **Greg M. Cosner** (Local 240) – fourth from left – celebrates his retirement Nov. 3 with his crew out of City of Industry, Calif. Among those pictured are **Ernie Diego** (Local 1422), **Steve Cornie**, **Brad Olson**, **Harry Garvin** (Local 240) and **Karl Wilson**. Cosner hired out as a brakeman with Southern Pacific on May 20, 1977, and was promoted to conductor in 1979. He retired off the San Gabriel Road Switcher Day-Light at City of Industry on Sept. 4 with 40 years of service in the Los Angeles Hub Service Unit with Union Pacific. Photo by retired Local Chairman and conductor **Brian N. Black** and provided by Garvin, to the right of Cosner.

Make your hard-earned cash go further with insurance from UTUIA!

Insurance policies available to you:

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- Accidental Death and Dismemberment
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- 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

☐ Life Insurance

☐ Accidental Death and Dismemberment

☐ Annuities

☐ Cancer Hospital Indemnity

☐ IRAs

Please Print

Full Name

Date of Birth

SMART TD Local

Street Address

City

State

Zip code

Telephone number with area code

☐ Male ☐ Female

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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 these and other policies.



Is your local involved in a charity? Or perhaps one of your brothers or sisters is doing something unique outside of work? Is something happening legislatively in your state? Retirees, are you doing something interesting with your retirement, or have a second career, or perhaps you've won an award? We'd like to know about it! To have your story featured, submit your stories and photos to SMART Transportation Division by email to: news_td@smart-union.org

