The UTU-SMART Rail Safety Task Force, charged with combating unacceptable loss of life and career-ending injuries among union members, has issued a safety alert to all railroad workers. Leading the task force is UTU-SMART Arizona State Legislative Director Greg Hynes, who is working with Arkansas State Legislative Director Steve Evans and Michigan State Legislative Director Jerry Gibson. The safety alert is as follows:

In-cab communication is an essential element in overall railroad safety. Too many fatal accidents and injuries have been attributed to a lack of, or insufficient, “in-cab communications.”

Peer-to-peer interaction is the key component to effective in-cab communications. Everyone knows someone who can benefit from peer-to-peer interaction. Post-accident discussions often include statements like “I knew this would happen” or “it was just a matter of time.” It is absolutely critical that we speak up before an incident.

At the end of the day, we all want the same things. We all want to be able to go home to our families the same way we left them. It is our responsibility as union members to speak up any time, anywhere, a risky behavior or unsafe action comes up.

You never want to have the thought, “I wish I had said something.” We owe it to ourselves, as well as our other brothers and sisters, to speak up and communicate frequently in the locomotive cab about the operations of the train. The following behaviors should be practiced during every train assignment:

- Continuous job safety briefings: Crewmembers need a complete understanding of the work to be performed, with conversations about potential risks and other job-related exposures. Don’t be timid about asking questions. There are no stupid questions. Your question may save a life. So, speak up if you’re unsure about a move;
- Maintaining situational awareness: This includes planning and preparing for the task ahead, doing your best to avoid distractions, distributing your work load, communicating with your crew members and recognizing a deteriorating situation. Develop your own technique to minimize the loss of situational awareness. This may include your own personalized method of staying aware or making a check list that you go through repetitively;
- Attention to details: Go over any details that could be overlooked. Follow procedures to ensure all tasks are performed safely. Perform routine or repetitive tasks with care and attention;
- Courage and confidence to speak up when necessary: Don’t be afraid to speak up regardless of craft, seniority, organization or gender. You may save someone’s life. You may even save your own life;
- Electronic devices: Be the person on your crew to demonstrate that your cellphone is off and stowed away when prohibited by rules or regulations. It’s not only because of the rules and regulations that we should do this. It’s the right thing to do to ensure safety for ourselves and other crew members.

Lead by example: As union workers, we must always demonstrate that we are the best and safest workforce money can buy.
Local 30, Jacksonville, Fla.

Two Amtrak conductors were recognized by the carrier’s Southern Division News after their actions resulted in the arrest of a New York muder suspect, Secretary & Treasurer David K. Lee reports. Bruce Brown and Jeremy Lindstrom contacted Amtrak Police Det. Steve Chambers after a passenger reported to them a conversation overhead by the suspect in Spanish in which he supposedly discussed the murder. Brown was able to identify the suspect using his e-ticketing mobile device after the suspect approached him regarding the train’s arrival time. He was later arrested by U.S. marshals. “It was shocking that someone like that was on the train, but I was glad we were able to help apprehend him,” Brown said.

Local 196, Beardstown, Ill.

Local Chairperson Robert C. Taylor reports that Richard Whitman, 68, is retiring after 10 years of service. “R ich startet out kind of late on the railroad, but we all wish him the very best in his retirement,” Taylor said.

Local 199, Creston, Iowa

This BNSF Railway local, in December, held a retirement party for numerous members and former members who retired in 2012, Local Chairperson Billi Vavra reports. She also noted the deaths of former retiring Local President Dale Weeds and retired member Edwin Roberts.

Pictured at the 2012 retirement party, from left, are Deni -rus C. Gross, Vic Sloan, Bob Callahan, Roger Jackson, Bruce Brown, Bob “Nanny” Williams (back), Keith Hoekstra (front), Mark Bacon, Rich Springer (back), Kri -tho Meo (front), Butch Peters, Jim Mason, Rick Van Velts, Randy Goodrich (back), Mark Hayes (front) and Roger F r y.

Local 498, Allentown, Pa.

This CSX local has established a website at www.turnaround89.org, webmaster and Vice Local Chairperson Joanna Sedler reports. Areas on the site include News & Topics, Penality & Claim QA, and Safety Concerns, as well as the local’s monthly meeting schedule. Members should contact a board member to access the site’s password-protected area.

Local 594, Mineola, Texas

At a joint meeting of Locals 439, 594 and 976 in Longview, Texas, International Vice President Troy Johnson and GO 927 General Chairperson Steve Simpson presented engineer and Local Chairperson Ronnie Burris with a pin commemorating 40 years of active rail service.

Local 607, Thayer, Mo.

Local 607 Chairperson Fred Kemper, center, and Local Chairperson Doug Givertz present a check in the amount of $500 to the 1072 Radio Station $1000 (KAMS) Manager Loren Holbes during the station’s annual radiothon in support of St. Jude Children’s Research Hospital in Memphis, Tenn. Local President Chet Skaggs said the local has supported the hospital through the radio station for the past five years.

CSX GO 347

This general committee of adjustment has established a website for CSX yardmasters and for a number of short line railroads that fall under the committee’s jurisdiction, webmaster Steve Cline reports. The site can be found at www.csx347.org and contains news, officer contact information, agreements, claim forms and other information.

Long Island Rail Road GO 505

The UTU Long Island Rail Road General Committee of Adjustment is hosting its annual golf classic May 13 to benefit families on Long Island affected by autism. The gold classic will tee off at 9:30 a.m. at the Hamlet Wind Watch Golf Club in Hauppauge, N.Y., and GO 505 is seeking both sponsors and participants for the event. The participation in the tournament is $225 per person, which includes break -fast, 18 holes of golf with cart, drinks, snacks, cocktails and buffet dinner with dessert. A registration form for participants and sponsors can be found at www.utulocal643.org by clicking on the Social Events tab. For more information, contact GO 505 Vice General Chairperson Vinnie Tessitore at (631) 661-3500.

Transportation Division needs your assistance

The SMART Transportation Division News needs your input to keep this publication fresh and informative. If you have news about heroes in your local, local meetings, party or picnic information, or things of interest to your fellow members, we would like to hear about it. Just drop us a line or send an email, and we’ll be happy to print it for the rest. You can reach the SMART Transporta -tion Division Public Relations Department by telephone at (215) 228-9400 or by email at news_TD8@smart-union.org. Information can also be sent by mail to SMART Transpor -tation Division, SMART TD News, 2490 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333.
Morr said.

the negotiations.
ices only union members enjoy.
ance coverage and the variety of protective ser-
ments by the company, vision and dental insur-
zation of rates of pay, an increase in medica-
last month.

statem ent, which states: "T SA  has established
Lakes Aviation Vice General Chairperson
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exploring all options to overturn this sudden
sports bats, sticks, and pool cues into the aircraft
SM A RT Transportation Division National Leg-
m ent of the AFL-CIO have objected to this uni-
ions and the Transportation Trades Depart-
Southland Transit
workers okay contract

After two years of negotiations, and a few
unfair labor-practice charges, UTU-SM A RT
represented workers at Southland Transit in Per-
is, Calif., have finally approved a first contract.
The deal covers approximately 200 van driv-
ers, mechanics, service workers and office
employees at Southland, which provides transit
service for riders with disabilities and
ers tried to join the
U T U -SM A RT  Transportation Division Alternate National Legislative Director John Risch, right, joins with others on Capit-
toll Hill to protest plans to allow knives on aircraft.

The announcement drew an immediate outcry
from UTU-SM A RT and other unions that repre-
sent flight attendants and other airline workers.
"UTU-SM A RT, along with all other airline
unions and the Transportation Trades Depart-
ment of the AFL-CIO have objected to this uni-
lateral decision made independently by TSA," SM A RT Transportation Division National Leg-
islative Director James Stem said. "We are
exploring all options to overturn this sudden
decision."

"The TSA's recent decision to allow knives,
sports bats, sticks, and pool cues into the aircraft
is both self-serving and ill advised," Great
Lakes Aviation Vice General Chairperson Diane
King said. "It goes against the TSA's own mission
statement, which states: 'TSA has established
Southland Transit

The Federal Railroad Administration (FRA) is
adding certain non-controlled substances to
the list of substances it tests for after
railroad accidents.
The change becomes effective May 6.
This rule will add over-the-counter, legal
drugs (uncontrolled), such as Tramadol and a
variety of sedating antihistamines, to the panel
drugs that have potentially impairing side
effects, to the list of substances it tests for after
railroad accidents.
The results will be used, according to the
FRA, to conduct research studies on the effects
these non-controlled substances may have on
accidents and incidents in the rail industry,
among affected railroad workers.
The FRA believes that the use or abuse of
these substances is a possible contributing factor
in rail accidents and incidents, and it's hoping
that this rule by itself will deter the use, misuse or
abuse of some non-controlled substances.
Employees may authorize a release of the tests' results to themselves and their employer by giv-
ing permission. However, the FRA did not spec-
ify what form of communication constitutes
"permit for the employee."
Therefore, it is important that UTU members
be aware that releasing these test results is purely
voluntary and that anyone coercing them to
do so, orally, in writing or by any other means,
may be subject to action by the affected employ-
eer in legal or administrative venues.
SM A RT Transportation Division National Legisla-
tive Director James Stem noted that the
UTU, along with others in rail labor, filed official
comments with FRA's Director of Drug and
Alcohol Programs, Lamar Allen, opposing the
rule.
FRA to test for more drugs

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FRA will now test for
some over-the-counter drugs

"Labor has been able to postpone this at
least two years," Stem said. "We objected to
this and tried to stop this. All the data collect-
ed will be kept confidential by FRA and not
released to the railroads or the public, but FRA
will now have a post-accident data base on the
use of tramadol and sedating antihistamines like
Benadryl.
"The bottom line is nothing has changed for
the employee," Stem said. "FRA now has the
right to test the post-accident samples they
receive through the existing regulations for non-
controlled substances in addition to the con-
trolled substances listed, and they will keep this
new data stream confidential."
Local officers are requested to post this infor-
mation and inform UTU members at union
meetings and in briefings as appropriate.

"Pilots are vulnerable to attacks by passengers"

U T U -SM A RT  Transportation Division Alternate National Legislative Director John Roeh, right, joins with others on Capit-
toll Hill to protest plans to allow knives on aircraft.

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UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION (UTUIA)

**President's Column**

By Mike Futhey

D **iscipline's roots in the rail industry reach back nearly 50 years.** Following the Civil War, the industry was expanding at a breakneck speed, with Congress and the American public being brought to a continual basis by the robber barons of the day.

From the “every other tie” strategy of the Union Pacific to Southern Pacific’s importation of Chinese laborers by the boatload, the railroads were in a race for territory that required not only the rapid expansion of employees and track, but also the need for experienced managers at every level.

Both enlisted men and officers, most of whom were working for work anywhere where they could find it. Once hired into the railroad industry, the new employees helped to define discipline and labor practices that mirrored those of their former military careers and that continue to influence rail labor relations into the modern era.

**The “command and control” environment implemented by the railroads was a common occurrence.**

Workers were too often on the receiving end of unfair and discriminatory job practices from the waning years of the 19th century all of the way through World War I to obtain the collective bargaining rights to which our members were entitled and the due-process handling of discipline and grievances they deserved.

Such battles promoted an adversarial relationship between the employees and railroad, with unfair labor practices and service interruptions a common occurrence.

The railroads were the primary mode of transport for people and goods and, in that era and such interruptions had an enormous impact on the economic vitality of the country and the day-to-day convenience of the newly prosperous and mobile population.

As a result, the voting population grew weary of the continual tumult and demanded that something be done to stabilize the industry.

During that era, unlike today, when the voters spoke Congress listened. The result, passed in 1926, was the Railway Labor Act, the law that to this day governs the handling of disputes in our industry.

In my next column, we will explore the relevance of the Railway Labor Act to modern times and how it affects our members in today’s world.

Read Brother Previsich’s earlier article on discipline, go to www.utu.org and click on “Leadership Messages.”

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**UTUIA has your security in mind**

**SMART Transportation Division President’s Column**

By Mike Futhey

**We know what you face, day in and day out, so we provide products that you need.**

They believe in the products that they offer because they know just how much you may one day need one of the very products that they sell.

The members of the UTUIA board are all there because they have a common interest: you. The board consists of eight members. Four are members just like you and the other four are independent of the company. The board members are SMART Transportation Division President Mike Futhey, SMART Assistant President John Previsich; UTUIA GS&T & Bruce Felmeyer, and National Legislative Director, James Stem. The independent board members are Nicholas DiCicco, a former president of Midwest Life Insurance Company; Frank Ribha, a CPA who has spent most of his time on accounting and finance for insurance companies and is a member of the Ohio Department of Insurance; William Thompson, former Ohio state legislative director and conductor; and Billy Ryan, an attorney whose focus has been on labor and employment law.

All of these qualified board members work together to bring you products that are tailor-made to your wants and needs.

The Discipline Income Protection Program (DIPP) was specifically made to protect our members while they are off work due to disciplinary issues. Many of our members have needed this insurance and were able to maintain their standard of living while sifting through issues concerning disciplinary action. Our cancer insurance covers our members while off work with hospitalizations due to cancer or cancer treatments. Cancer can strike unexpectedly at any given time and can happen to anyone. Don’t you want to make sure that you’re covered in case this disease strikes you or your family?

Some other policies that we offer are term and whole life insurance, disability income replacement, VSTD, accidental death and dismemberment, accident indemnity, traditional and Roth IRAs and annuities. We also offer scholarships to the sons and daughters of our policyholders. Each year we award $500 to 50 lucky applicants. Scholarships awarded continue throughout the student’s time in college, totaling up to $2,000 per student for up to four years of education.

If you have a claim, our claims department will work with you to get you the benefits you deserve and are focused on you and your needs. The interests of our members are of the utmost importance and always come first. We don’t want you to fail or face tragedy, but, as life is so unpredictable, we’re here with a helping hand when or if an accident or illness strikes. Your field supervisor is ready to discuss your insurance needs and guide you to understanding the policies available to you. Find out who your field supervisor is by visiting www.utuia.org.

**UTU-SMART News**
Kansas

The Kansas Senate last month passed a transportation bill that will allow Virginia to become (with the governor’s expected signature) the first portation bill that will allow Virginia to become

have the ability to invest some $568 million in its freight rail system via the Rail Enhancement Fund, for a total investment of $798 million in Virginia’s rail network, Corp said.

Among other items, the law will allow for the continued operation of Virginia’s six Amtrak regional services, the expansion of Amtrak regional services, infrastructure improvements, and allow Virginia to attract federal transportation funding.

“The UTU actively lobbied on behalf of this valued transportation legislation that ultimately contained the benefits listed above, and stayed true to the values of UTU-SMART,” Corp said.

Virginia

The Virginia Senate last month passed a transportation bill that will allow Virginia to become (with the governor’s expected signature) the first state to designate a dedicated, sustainable, long-term funding source for the benefit of its intercity and high-speed passenger rail system, State Legislative Director Patrick Corp reports.

Over the next decade, the commonwealth will have the ability to invest some $560 million in its passenger rail system, and $230 million into its freight rail system via the Rail Enhancement

The completion of XpressWest will be a critical step toward meeting the President’s goal of connecting 80 percent of the American public to modern intercity passenger trains within 25 years,” the group told LaHood.

“XpressWest will be a convenient, energy-efficient alternative to the heavily traveled Interstate 15, a congested and dangerous highway. The initial 185-mile segment would have the capacity to divert more than two million annual automobile trips, saving an estimated 440,000 barrels of oil each year.

“The train would also provide a safer travel alternative: the Las Vegas/Los Angeles segment of Interstate 15 has been found to be one of the most dangerous highways in America, and a 2010 study found that 1,269 people died in 814 automobile accidents on the road over a 15-year period,” the group said.

“It is consistent with the desire of Americans for good train travel. This is reflected in the fact that Amtrak has set ridership records in nine of the last 10 years. Moreover, as a recent Brookings Institution report noted, Amtrak ridership from 1997 to 2012 at 35 percent grew faster than domestic aviation ridership (20 percent), highway vehicle-miles traveled (16.5 percent), U.S. population (17 percent) and real gross domestic product (57 percent).

“Upon full consideration of the above listed factors, we believe this project has merits worthy of (FRA support),” the group said.

UTU joins group to support Los Angeles/Las Vegas train

The UTU has joined with other supporters of passenger railroad service to urge funding for XpressWest, a new Los Angeles-to-Las Vegas high-speed rail line.

UTU recently joined with the National Association of Railroad Passengers, the U.S. High Speed Rail Association, Californians for High Speed Rail, and the Midwest High Speed Rail Association to support the project.

The Los Angeles/Las Vegas corridor is the second busiest end-point pair in the United States, trailing only Los Angeles-San Diego, the group wrote to Transportation Secretary Ray LaHood.

The event focused on Kansas workers and how to best assist them,” State Legislative Director Ty Dragoo said. “I spoke at length to former Secretary of Labor Hilda Solis and she was very informative and appreciative of UTU’s commitment to working Kansas.

“One thing we discussed was the assault on teachers in this state and attempts by state lawmakers to diminish their collective-bargaining rights. We will fight these efforts as an attack on one unionist is an attack on all unionists,” Dragoo said.

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Bus Department

By Bonnie Morr, vice president bonniemorr@sbcglobal.net

Why do we join together to speak as one? The union voice lets us be heard

As I work with our members from around the country I hear about struggles that we are facing.

Whether it is discipline where our members may be losing their jobs, or a legislative issue that will impact our work, the union voice is there.

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Whether it is discipline where our members may be losing their jobs, or a legislative issue that will impact our work, the union voice is there.
Why should I belong to a labor union?

The purpose of the SMART Transportation Division is to provide workers with a stronger voice and greater bargaining leverage in the continued struggle for better wages, improved benefits such as health care insurance, workplace safety and quality of life.

It has long been recognized that an individual stands little chance when going alone to an employer and seeking improved wages, benefits and working conditions. Even major league baseball, basketball, football and hockey players, whose skills are rare and unique, are represented in contract negotiations by agents.

Unions engage in collective bargaining with the employer on behalf of workers represented by the union. Through collective bargaining, unions improve wages, benefits and working conditions. Unions also help employees resolve conflicts in the workplace, such as ensuring they are not subject to harsh and arbitrary discipline and making sure the employer honors all terms of the employment contract. When necessary, the union goes to court on behalf of its members to enforce contracts.

In short, unions look after the best interests of workers. Indeed, history demonstrates that those who work under union-negotiated contracts enjoy better benefits and a safer workplace.

Wages are main reason most union members seek representation

From the outset days of the American colonies, when apprentice laborers in Charleston, S.C., went on strike for better pay in the 1700s, to the first formal union of workers in 1829 who sought to reduce their time on the job to 60 hours a week, our nation’s working people have recognized that joining together is the most effective means of improving their lives on and off the job.

Our 226th century workplace rights and protections—like the eight-hour day and laws covering safety and health on the job—have been won by the struggles and sacrifices of working women and men who were empowered by the strength of solidarity and with each other.

The America dream of fairness and an opportunity for all took shape.

Strength in numbers

Unions are about a simple proposition: By joining together, working women and men gain strength in numbers so they can have a voice at work about what they care about.

They negotiate a contract with their employer for things like a fair and safe workplace, better wages, a secure retirement, and family-friendly policies such as paid sick leave and scheduling hours.

They have a voice in how their jobs get done, creating a more stable, productive workforce that provides better services and products.

Always adapting to the challenges of our nation’s changing workplace, unions are meeting the needs of workers in today’s flexible and non-traditional work environments.

Because no matter what type of job workers are in, by building power in unions, we can speak out for fairness for all working people in their traditional workplace, and non-traditional workplaces.

Collective bargaining

Collective bargaining is the process in which working people, through their unions, negotiate contracts with their employers to determine their terms of employment, including pay, benefits, hours, job health and safety policies, ways to balance work and family and more. Collective bargaining is a way to solve workplace problems.

After the rights of public employees to collectively bargain for a middle-class life came under attack in 2010, working people in all kinds of jobs as well as students, community supporters, faith leaders and others united to defend this basic right.

The United States has long lagged behind other industrial nations in collective bargaining coverage for public- and private-sector workers. Yet the right to collectively bargain is essential so that working men and women have the strength to negotiate fair living standards, provide for their families and build a strong middle class.

Wages

Union members earn better wages and benefits than workers who aren’t union members. On average, union workers’ wages are 27 percent higher than their nonunion counterparts.

Unions have won 110 years of work for workers, millions of dollars in higher pay and better working conditions.

More than 81 percent of union workers have job-related health insurance, payroll deducted to their health insurance.

Unions have won 110 years of work for workers, millions of dollars in higher pay and better working conditions.

Pensions, Healthcare

Unions have also maintained that the employer honors all terms of the employment contract. When necessary, the union goes to court on behalf of its members to enforce contracts.

Pensions

A strong middle class across the country.

In fact, in states where workers don’t have union rights, workers’ incomes are lower.

So-called right to work laws that limit workers’ rights to collectively bargain contracts (including wages and benefits) are a bad deal for all workers. In 2010, average pay in a unionized right to work state was 14 percent lower than in states where workers have the freedom to form strong unions.

Pensions, Healthcare

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Pensions

Unions engage in collective bargaining with the employer on behalf of workers represented by the union.

Through collective bargaining, unions improve wages, benefits and working conditions. Unions also help employees resolve conflicts in the workplace, such as ensuring they are not subject to harsh and arbitrary discipline and making sure the employer honors all terms of the employment contract. When necessary, the union goes to court on behalf of its members to enforce contracts.

In short, unions look after the best interests of workers. Indeed, history demonstrates that those who work under union-negotiated contracts enjoy better benefits and a safer workplace.

AFL-CIO grants SMART its official member charter

The International Association of Street, Rail and Transportation Workers was presented with its official charter by AFL-CIO President Richard Trumka, center, at a meeting of the AFL-CIO’s Executive Council in February. Accepting the charter on behalf of SMART are SMART General President Joe Nigro, right of Trumka, and SMART Transportation Division President Mike Parker. They were joined by AFL-CIO Secretary-Treasurer Elizabeth Shuler, left, the youngest officer ever to sit on the federation’s Executive Council. She has been at the forefront of progressive labor initiatives like green jobs programs and the fight for workers’ rights for many years, starting as an organizer at her local union. As a result she is AFL-CIO Executive Vice President Arlene Holt Baker.

Benefits of membership in the SMART Transportation Division

As participants in one of the most effective unions in all of organized labor, SMART members have the benefit of many years of successful representation in government and in national collective bargaining negotiations. As a result, SMART members enjoy some of the highest standards of living in organized labor.

EXCELLENT WAGES

SMART members are among the best paid employees in organized labor.

seniority rights

The longer a SMART member works, the better he or she chooses jobs and working locations. Seniority also means that SMART members have the benefit of training on the job.

established rules and procedures

Every SMART rail member is covered by a contract that specifies job responsibilities, working conditions and pay. It is legally enforceable through established grievance procedures. Bar and other members also derive their grievance rights from these labor agreements.

HOURS OF SERVICE LIMITS

Under federal law, SMART members working under the Hours of Service Act cannot be forced to work more than 12 hours a day and they must have time off for meals and rest. Bus, airline and other members’ hours also are governed by federal regulations.

VACATIONS AND HOLIDAYS

SMART members enjoy paid holidays and paid annual vacations, based upon length of employment and the negotiated labor agreements.

HEALTH AND WELFARE BENEFITS

SMART rail members have comprehensive health and dental insurance plans, as well as unemployment and sickness benefits to protect them in case of layoffs or prolonged illnesses. SMART members also enjoy many of these benefits, depending upon the labor agreement.

EXPERIENCED REPRESENTATION

SMART members are represented in local, state-wide and national basins by leaders experienced in negotiation and thoroughly familiar with all aspects of labor law, contracts, work rules and national labor laws.

LEGISLATIVE STRENGTH

SMART’s strong legislative department functions not only through elected representatives but also through member participation in the SMART Political Action Committee, a voluntary political action group that works on behalf of transportation labor interests at the local, state and federal levels.

UNION INSURANCE

The SMART Insurance Association (UTU-IA) offers a wide range of affordable, voluntary life and disability insurance products and savings plans to its members and their families. In fact, UTU-IA is among North America’s highest-rated insurance companies.

Products include income-replacement policies in case of disability, policies to cover costs associated with the treatment of cancer, and accidental death or dismemberment protection.

The UTU Scholarship Program provides members, their children and grandchildren with financial assistance for college. Each year, the UTU awards 50 continuing $500 scholarships to UTU-IA insured or uninsured children or grandchildren, or the child of a deceased UTU or UTU-IA insured member. Recipients are expected to maintain a satisfactory academic record to keep the scholarship for the full four years.

EMPLOYEE ASSISTANCE

SMART’s initiatives have guided employer-financed programs that give many members access to alcohol, drug, individual and family counseling.

www.utu.org / www.utuia.org
Retired general chair
Terry Reed dies

Retired former CSX (B&O) General Chairperson John T. “Terry” Reed, 71, died March 5. Reed, a member of Local 14 at Cincinnati, Ohio, began his railroading career as a brakeman with the Baltimore & Ohio Railroad in Cincinnati in 1966.

He was accepted for membership by UTU predecessor Brotherhood of Railroad Trainmen later that year and maintained 37 years of continuous membership. He became active in the affairs of Local 1517 (later merged with Local 14) and was elected local chairperson in 1971 and served in that capacity until 1987. He also served as the local’s delegate at four UTU International conventions.

Prior to being elected as CSX (B&O) GO 49 general chairperson in 1992, he had served as both secretary and vice general chairperson of the general committee.

Reed was appointed to the UTU’s national negotiating committee in 1994 and 1999 and to the union’s national health and welfare agreement negotiating committee in 2002. He also served on the UTU’s wages and rules panel in 1996 and 2002.

“I didn’t even realize what had happened right away. All at once, it hits you in the funny and you just don’t know what to think,” he told casino representatives.

Soon after, a casino worker verified the win to Thompson and he says he is now expecting to receive the huge payout this spring. Equally excited about his remarkable slot wins is his family, which includes his wife, three sons, 12 grand children and 17 great-grandchildren.

When asked what he now intends to do with his winnings, Thompson replied: “A family meeting will decide the outcome of the funds,” before adding: “We’ve been pretty well satisfied with what we’ve got.”

The UTU offers tour of Canadian Rockies

The UTU Travelers Club is offering Alumni Association members a nine-day motor-coach tour of the Canadian Rockies and Glacier National Park.

The trip will kick off Sept. 13 in Calgary, Alberta, and wind up Sept. 21 in Calgary.

Trip highlights include the Waterton-Glacier International Peace Park; Glacier National Park, including a ride aboard the “Red Jammers,” restored vintage touring coaches; a trip to Banff and Banff National Park, home to more than 53 species of mammals; a gondola ride to the summit of 7,486-foot Sulphur Mountain; a float trip on the scenic Bow River; a visit to Lake Louise on your way to a two-night stay in a lodge in Jasper National Park; a visit to Maligne Lake, fringed by dramatic snow-capped peaks, and a ride across the surface of Columbia Icefield’s Athabasca Glacier in an all-terrain vehicle (weather permitting).

This tour includes all breakfasts and three dinners, gratuities, airport transfers and more.

Prices start at $1,495 per person, double occupancy, plus air fare and applicable taxes and fees.

All arrangements are being made through Landfall Travel, the Alumni Association’s designated travel provider.

For more information call (902) 835-9233, or see the Alumni Association webpage at www.landfalltravel.com. You do not need to be a member of the Alumni Association to take advantage of this offer.
Budget cuts reduce railroad unemployment, sickness benefits

As a result of recently implemented budget cuts, the Railroad Retirement Board (RRB) has reduced railroad unemployment and sickness insurance benefits by 9.2 percent. The reduction affects more than 7,600 current recipients of unemployment/sickness benefits, the RRB said. These reductions stem from a sequestration order that President Obama filed March 1 in accordance with the requirements of the Budget Control Act of 2011. The sequestration order sets aside a total of $6 million in funding under the railroad unemployment and sickness insurance program. Given the total amount of spending under the program, a cut of this size made benefit reductions necessary, the RRB said.

The 9.2-percent reduction in railroad unemployment benefits will reduce the maximum daily benefit rate from $66 to just under $60, RRB said. As a result, the total maximum amount payable in a two-week period covering 10 days of unemployment will drop from $660 to $599.28.

Certain railroad sickness benefits are reduced for regular tier I railroad unemployment, sickness benefits, the RRB said. These reductions stem from a sequestration order that President Obama filed March 1 in accordance with the requirements of the Budget Control Act of 2011. The sequestration order sets aside a total of $6 million in funding under the railroad unemployment and sickness insurance program. Given the total amount of spending under the program, a cut of this size made benefit reductions necessary, the RRB said.

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For details, mail the coupon at right or call or email the UTUIA.

Some benefits may vary based on state of residence.

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

UTUIA offers protection against accidental death and dismemberment

UTUIA policy offers guaranteed approval for active transportation employees

UTUIA’s accidental death and dismemberment policy includes all these benefits for only $19.50 per month:

- $180,000 for death caused by common carrier
- $90,000 for death caused by automobile
- $60,000 for accidental death
- $30,000 for dismemberment
- $600 per day for intensive-care confinements
- $60 per day for family lodging
- $30 per day for family meals
- Up to $1,800 for air ambulance transportation
- Up to $300 for surface ambulance transportation
- Optional family rider for your spouse and children

This policy provides benefits for accidents only. These benefits are not available for sickness. Some benefits provided under the optional family rider are less than those provided to the policyholder.

For details, mail the coupon at right or call or email the UTUIA.

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The Federal Railroad Administration (FRA) has issued a new report on the status of fatigue among railroad industry employees.

In 2001, the FRA began examining the fatigue status of safety-critical railroad employees by using logbooks to collect work and sleep data over a period of two weeks from a representative sample of employees in each group.

The research in this report was conducted prior to implementation of the Railroad Safety Improvement Act of 2008 (RSIA), which made significant changes to limitations on hours of work for railroad employees. Consequently, the information in this report can serve as a baseline for examining the adequacy of existing statutory or regulatory limitations on hours of work to prevent worker fatigue.

### Accident risk much higher for fatigued workers

This report draws on the results of several prior studies, all conducted with similar methodology, to characterize the prevalence of employee fatigue in the U.S. railroad industry.

Data from logbook surveys of signalmen, maintenance of way workers, dispatchers, and train and engine service employees were combined to examine the relationship between work schedules and sleep patterns.

Railroaders make up for lack of sleep on workdays by sleeping longer on rest days. This strategy is used to a greater extent among certain groups such as signalmen working tour 10-hour days, first-shift dispatchers, and train and engine service workers on jobs with a fixed start time.

T&E workers in passenger service with a split assignment have a shorter primary sleep period than those working straight through or working extra board assignments, but they have similar total daily sleep because they sleep during their interim release.

Overall, U.S. railroad workers are more likely than U.S. working adults to get less than seven hours of total sleep on workdays, but railroad workers average more total sleep when sleep on workdays and rest days are combined.

Logbook data for work and sleep indicates that operating personnel and third-shift dispatchers have the most fatigue exposure and passenger railroad workers have the least. Railroad workers in all groups had less fatigue exposure than those involved in human factors accidents.

The key findings of this report are as follows:

- The risk of a human-factors accident is elevated 11 to 65 percent above chance by exposure to fatigue.
- The economic cost of a human-factors accident is approximately $1,600,000, compared to $400,000 in the absence of fatigue.
- The fatigue exposure of all groups is less than that of employees involved in human-factors accidents, which indicates a relationship between fatigue and accidents.
- Significant differences resulting from job type and schedule exist in the sleep patterns of railroad workers. Analysis of data collected through a logbook study allows for identification of the differences that are not otherwise apparent.
- The sleep pattern of railroad workers differs from that of U.S. working adults. Railroad workers are more likely to get less than seven hours of total sleep on workdays, which puts them at risk of fatigue.
- Railroad workers in all groups reported sleep disorders that exceeded U.S. norms for working adults. Of these, all but 2.4 percent were receiving treatment.
- The FRA fatigue model (FAST) provides a valid method of assessing fatigue exposure as a function of work schedule and sleep pattern.

These findings suggest that strategies for reducing railroad worker fatigue include improving the predictability of schedules and educating workers about human fatigue and sleep disorders.

### UTU needs your photos

The UTU International is seeking good railroad, bus and airline photos, taken by its members, for the annual calendar and other uses.

High-resolution digital photographs should be emailed to "news_id@smart-union.org." Printed photographs should be mailed to UTU News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

Include the photographer’s name and local number, the name(s) of the person(s) in the photo (left to right) and any other information.

All photographs submitted become property of the UTU.
Get ready for the 2013 regional meetings

The 2013 UTU/UTUIA regional meetings have been designed to provide a grand sense of fraternalism, lots of worthwhile education and tons of fun for the whole family. As before, each regional meeting will run for 2-1/2 days, ending early on the afternoon of the third day. The evening of the first day has been left unscheduled so you, your family and friends will be free to explore and enjoy the many offerings of the regional meeting cities.

UTU regional meeting registration and hotel information, as well as web links to make hotel reservations online, can be accessed by visiting www.utu.org and clicking on the “Meetings” box. All those attending the regional meetings must be registered in order to attend any planned social function. Children ages 11 and under who are pre-registered are complimentary. The registration form is on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by June 21 for the Boston meeting or by July 19 for the Anaheim meeting or the registrant will be charged an on-site registration fee of $200. The pre-registration fee for the 2013 regional meetings is $150 per member, spouse or child over age 11, the same fee charged the last six years. Additional fees apply for the golf outings. You must make your own room reservations, and certain deadlines apply. The $150 registration fee covers all workshop materials; a welcoming reception the night before the meeting; three lunches and one evening meal. Those wishing to attend only the workshops do not need to pay the registration fee. No one-day registrations are offered. You may cancel your meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Call the International at (216) 228-9460 or email ranarth@smart-union.org immediately regarding any changes or cancellations.

Boston, July 1-3:
Westin Boston Waterfront, 425 Summer St., Boston, MA 02210; (866) 627-7115 toll free; (617) 532-4600 direct
Room rate: All rooms at the Westin Boston Waterfront have been reserved. The overflow hotel is the Seaport Hotel, 200 Seaport Blvd., Boston. For reservations call (877) 732-7678. Rates are $149 a night, and the deadline for reservations is May 31 or until all rooms held for UTU are taken. Mention “SMART union” to get this rate.
Parking: Monday, $22/day valet; $16/day self park
Golf outing: The regional meeting golf outing will take place Sunday, June 30, at a course to be announced. The cost is $80 per golfer, which includes golf, lunch and more.

Anaheim, Calif., July 29-31:
Room rate: Reservations: (877) 776-4922 toll free; (714) 790-4321 direct; reservation code: SMT
Room rate: $140 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability.
Reservation deadline: June 25, or until all rooms being held for the UTU are reserved.
Parking: $22/day valet; $16/day self park
Golf outing: The regional meeting golf outing will take place Sunday, July 28, at a course to be announced. The cost is $80 per golfer, which includes golf, lunch and more.

Spouse tours, discounts
At both the Boston and Anaheim regional meetings, the UTU will be offering spouse tours of regional attractions. The union also has arranged discounts on airfare (to Anaheim only) and Avis rental cars (both locations). Go to the “Meetings” page of www.utu.org for complete details.

UTU Regional Meeting Registration Form

Registering before the regional meetings speeds sign-in procedures, helps organizers plan more accurately, and saves on meeting costs. Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2-1/2 days and conclude on the afternoon of the third day. Registration fees are $150 per person; children 11 years of age and under are complimentary. On-site registration is $200 per person. All fees must be paid in U.S. funds. Canadian funds will be returned, possibly delaying your registration. If you have questions, consult your bank. Registration forms with payment must be received at the UTU International by June 21 for the Boston meeting and by July 19 for the Anaheim, Calif., meeting for all members, spouses and guests to be considered pre-registered.

Which regional meeting will you be attending? □ Boston □ Anaheim, Calif.

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 □ Boston □ Anaheim, Calif.
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 child; $75/tour per unregistered spouse)
Child registration □ Boston □ Anaheim, Calif.
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 □ Boston □ Anaheim, Calif.
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 □ Boston □ Anaheim, Calif.
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 “UTU Regional Meeting” and mail to UTU 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.

www.utu.org / www.utuia.org
OSHA hits NS, UP with harassment fines

Railroad workers worried about harassment and intimidation by their employers got more good news last month.

In the first case, the Occupational Safety and Health Administration (OSHA) has ordered Norfolk Southern to pay more than $1.1 million to three former workers merely for seeking medical attention for on-the-job injuries.

The incidents involved a crane operator in Fort Wayne, Ind., and a welder and welder’s helper in western Pennsylvania, OSHA said. The employees were not named. All were members of the Brotherhood of Maintenance of Way Employees.

OSHA also ordered NS to clear the workers’ disciplinary records, post notices on employee “whistleblower protection rights” and inform workers of those rights.

In the second case, Union Pacific was ordered to reinstate, and pay more than $309,000 to, a locomotive conductor who was unlawfully fired for reporting a co-worker’s on-the-job injury.

The action stemmed from a 2009 incident where the locomotive engineer “banged his elbow” on a steel armrest that was missing its padding. Union Pacific fired the conductor after he reported the injury, the OSHA investigation determined.

The Federal Railroad Safety Act (FRSA) provides all railroad workers, including UTU-SMART members, with rights and remedies against unlawful railroad company retaliation for reporting injuries, seeking medical attention, and raising safety and security concerns.

Since 2012, OSHA has ordered NS to pay about $3 million in back pay, compensatory and punitive damages, and attorney fees and costs to employees for violating their rights under the FRSA.

“The Labor Department continues to find serious whistleblower violations at Norfolk Southern, and we will be steadfast in our defense of a worker’s right to a safe job, including his or her right to report injuries,” acting U.S. Labor Secretary Seth Husis said in a statement.

UTU designated legal counsel are ready to assist members in reporting to OSHA violations of the law. If you have been threatened, intimidated or disciplined for reporting safety hazards, injuries or seeking medical attention, contact your general committee representative or state legislative director.

Inside this issue of UTU-SMART News:

Railroading is in the McAndrews family’s blood. See page 2.

UTU protests decision to allow knives, bats on airplanes. See page 3.

Membership in a labor union really pays off. See pages 6 & 7.

FRA releases report on fatigue in the railroad industry. See page 10.