FRA issues emergency order on train movement

Operating unions advance federal crew-size legislation – See page 10

WASHINGTON — The U.S. Department of Transportation’s Federal Railroad Administration (FRA) Aug. 2 issued an emergency order and safety advisory to help prevent train accidents operating on mainline tracks or sidings from moving unintentionally. The FRA’s announcement was in response to the July 6, 2013, derailment in Lac-Megantic, Quebec, Canada, as it awaits additional data once the investigation into the crash is complete.

The actions announced Aug. 2 build on the success of the FRA’s rigorous safety program, which has helped reduce accidents by 43 percent over the last decade and made 2012 the safest year in American rail history.

The emergency order is a mandatory directive to the rail industry, and failure to comply will result in enforcement actions against violating railroads.

“Safety is our top priority,” said U.S. Transportation Secretary Anthony Fox. “While we wait for the full investigation to conclude, the department is taking steps today to help prevent a similar incident from occurring in the United States.”

“This action builds upon a comprehensive regulatory framework we have had in place for some time,” said FRA Administrator Joseph C. Szabo. “The safe shipment of all cargo is paramount and protecting the safety of the American public is fundamental to our enforcement strategy. We are encouraged by the industry’s willingness to cooperate with this approach going forward.”

“This is an important step being taken by the FRA as the issue of the consists of crews is now in the public debate,” said SMART Transportation Division President Mike Futhey. “As a result of the actions taken by the FRA, coupled with the pipeline and Hazardous Materials Safety Administration (PHMSA), issued a safety advisory detailing a list of recommendations railroads are expected to follow.

Emergency Order 28 outlines measures all railroads must take:

• No train or vehicle transporting specified hazardous materials can be left unattended on a mainline track or siding track outside a yard or terminal, unless specifically authorized.
• In order to receive authorization to leave a train unattended, railroads must develop and submit to FRA a process for securing unattended trains transporting hazardous materials, including locking the locomotive or otherwise disabling it, and reporting among employees to ensure the correct number of hand brakes are applied.
• Employees who are responsible for securing trains and vehicles transporting such specified hazardous materials must communicate with the train dispatchers the number of hand brakes applied, the tonnage and length of the train or vehicle, the grade and terrain features of the track, any relevant weather conditions, and the type of equipment being secured.
• Train dispatchers must record the information provided. The dispatcher or other qualified railroad employee must verify that the securement meets the railroad’s requirements.
• Railroads must implement rules ensuring that any employee involved in securing a train participates in daily job briefings prior to the work being performed.
• Railroads must develop procedures to ensure a qualified railroad employee inspects all equipment that an emergency responder has been on, under or between the train can be left unattended.
• Railroads must provide this emergency order to all affected employees.

Kenneth Moore dies

Former UTU International Vice President and Bus Department Director Kenneth R. Moore, 85, died Aug. 18. He was a member of Local 1563 at El Monte, Calif.


Originally a member of the Brotherhood of Railroad Trainmen’s Lodge 390, he served as the terminal grievor from 1959 to 1962, lodge chairperson from 1962 to 1966, and general chairperson from 1965 to 1970. He was elected a BRT alternate vice president in 1964 and served in that capacity until filling a vacancy as International vice president Jan. 1, 1971. He was re-elected to that post at seven succeeding UTU quadrennial conventions.

“Ken was a lifelong supporter of the UTU and an able defender of its functions with former State Director Scott Olson and me. He was a champion of labor and stayed politically active up until his death. He will be greatly missed,” said Arizona State Legislative Director Greg Hynes.

Moore was preceded in death by his wife of 53 years, Dorothy. He is survived by his daughter, Marilyn Hill (Richard); stepdaughter, Anita Hornlein (Robert); two stepsons, Russell Brabant and Larry Maddox, as well as nine grandchildren, 12 great-grandchildren and six great-great-grandchildren.

Donations in his honor may be made to either Family Comfort Hospice, 9150 E. Del Camino Dr., Scottsdale, AZ 85258, or to Neighbors Who Care, 10450 E. Riggs Rd., Suite 113, Sun Lakes, AZ 85248.

Federal judge sides with KCS on cameras; Union Pacific seeks judge’s approval to install

In an opinion released July 25, the U.S. District Court in Shreveport, La., ruled that the decision by Kansas City Southern Railway to install two inward-facing cameras in the cabs of its locomotives presents a “minor” dispute under the Railway Labor Act, paving the way for the railroad to install the cameras immediately.

The “minor” dispute ruling is significant because the Railway Labor Act prevents unions from exercising self-help over minor disputes.

Following that ruling, Union Pacific asked a federal judge last month to declare it has the authority to install the cameras under the railroad’s existing labor agreements.

UP says it believes that adding the cameras will help prevent catastrophic crashes.

The finding by Judge Elizabeth Emry Foote against the SMART Transportation Division and the Brotherhood of Locomotive Engineers and Trainmen was that the KCS had an arguable contractual justification for its actions. According to the ruling, the contractual justification is based on the carrier’s existing use of stationary surveillance cameras in various train yards and other locations, inward-facing cameras in crew vans that transport KCS crews to and from train assignments, and procedures for monitoring and recording phone calls between train crew employees and crew management regarding reporting to work.

The judge also held that it was not “frivolous to argue that the safety challenges posed by employees using personal electronic devices on the job necessitate the camera and review system proposed by KCSR.”

Once it was determined the case was a “minor” dispute, the two unions argued for a “status quo” injunction pending resolution of the dispute before an arbitrator. Judge Foote denied the argument.

SMART Transportation Division President Mike Futhey expressed displeasure with the ruling saying, “Unfortunately, the law now is such

Continued on page 10

Continued on page 10
Local 240, Los Angeles, Calif. 
Local Chairperson Harry Garvin Jr. reports that the 114th annual rail reunion and retirement dinner for employees of UP, SP, Pacific Electric, Metrolink and AT&SF (Locals 32, 240, 1422, 1770, 1813 and 1846) will be held Nov. 1, from 3-9 p.m., at Sierra Lakes Golf Course, 16600 Club House Dr., in Fontana. The cost is $40 per person or $75 per couple, with a reservation deadline of Oct. 25. The cost will be $45 per person at the door. For more information, call Garvin at (909) 261-8878 or (909) 481-7261. Send checks or money orders to Garvin at P.O. Box 8396, Alta Loma, CA 91701-0395, and include names, address, telephone number, railroad and years of service. In other news, Garvin noted the recent retirements of members Dr. Darnell Banks (July 1, with 42 years of service), Rich S. Riley (July 1, with 45 years of service) and Ben W. Holeman (Aug. 1, with 40 years of service).

Local 507, Van Buren, Ark. 
Local Chairperson Fred Garcia, who held that office for 14 years, retired July 30 with 34 years of service for Union Pacific. Local Chairperson Joey Cornelius reports. “Fred was also our delegate and legislative representative. I took over for Fred as local chairman and delegate and Gerald Sale III took over for Fred as legislative representative. His knowledge and leadership will be greatly missed by everyone in Local 507,” Cornelius said.

Local 650, Minneapolis, Minn. 
Members of this local provided lunch to striking Laborers’ International Union of North America Local 563, who are on strike against their employer Cretex Cement, at Shakopee Minn., State Legislative Director Phillip Quady reports. The LiUNA picket line is next to Union Pacific’s Valley Park Yard, on Local 650’s C&NW Omaha Line. Cretex refuses to negotiate any contract with the cement workers that does not eliminate their defined pension plan. Local 650 served 60 bratwursts, German potato salad and coffee. In the photo below are members Randy Farley, Matt LaBine, Duhy and others. Raskin reminded all present that UTU-SMART will continue to support “our brothers and sisters, our neighbors,” in Laborers’ Local 563.

Local 662, Richmond, Va. 
Local Secretary & Treasurer Jimmy Gableith reports the following members have recently retired: Jimmy Townsend, June 1, after serving more than 30 years in the UTU as local chairperson and 18 years as general chairperson of the CSX, CSX/O General Committee of Adjustment GO 201; Steve Parr, Aug. 15, after 38 years of rail service and 18 years as local chairperson; and William I. “J.J.” Jiggetts, after more than 30 years of rail service and UTU membership. Gableith also reports the death of Howard T. Harvey, who died in June. The local has upgraded its website to include a new “safety news” page that members can access for the latest safety information and reports from the Safety Committee. Members will soon be able to fill out PI-82 Unsafe Condition Reports online that will go directly to the Safety Committee members. The website can be found at http://0662.utu.org.

Local 768, Decatur, Ill. 
In conjunction with the Decatur Trades and Labor Assembly, Local Secretary Dan Calhoun reports this local held sponsored the first-ever Decatur Labor Day Picnic in the Park following the city’s annual downtown Labor Day parade. Local 768 and the Brennan Law Firm sponsored all members and their families, active and retired, so that they could enjoy the festivities at no cost. All members marching in the parade or attending the picnic were provided a UTU 768 T-shirt to show their union pride. Also, pictured below, from left, are members Timothy “T.J.” Ledbetter, U.S. Rep. William Lacy Clay Jr., Legislative Reg. Carl Drapier and Treasurer Phil Galligan.

Local 1344, Mandan, N.D. 
The members of this local held their annual picnic June 27-28, Local President Tan J. Davis reports. Vice President Jessie Schwartz organized this event for the past several years and has had no trouble finding dedicated volunteers to man the grills, setup and teardown. Davis said the picnic was held on consecutive days this year to allow as many members and their families as possible a chance to attend. “We had a great turnout and the weather cooperated beautifully,” Davis said.

Members of RNSF Railway local say farewell to 41 years of service and leadership as Local 607 Chairperson Gary King attends his last local union meeting July 9. King began his career with the Frisco Railroad in March 1937 as a fireman and was promoted to engineer in 1974. A career-long UTU member, he served 12 years as local chairperson for engineers, delegate and alternate delegate. Members in attendance are, from left, Doug Cozort, Brett Donahue, Mike Crews, son Michael King, Randy Buckner, Gary King (center in red), Andy Geary, Chris Skaggs, son Ryan King, Missouri State Legislative Director Ken Menges, Charles Smith, Calvin Cranford, Ray Taylor, Jeff Hatton and Joe Anderson.
SMART Transportation Safety Team sees changes

Three new members have been added to the SMART Transportation Safety Team following completion of two days of intensive training at the National Transportation Safety Board Training Center in August, Va., this summer.

The new members are Colorado State Legislative Director Carl Smith, Georgia State Legislative Director Matt Campbell and California State Legislative Board Vice Chairperson Louis Costa.

Smith is a member of Local 202 at Denver and also serves as the local’s legislative representative. He has been a UTU member since 1995 and is employed by Union Pacific.

Campbell is a member of Local 1031 at Savannah, Ga., and serves as the local’s legislative representative. He has been a UTU member since 2001 and is employed by CSX.

Costa is a member of Local 1241 at Richmond, Calif., and serves as the local’s legislative representative and delegate. He also holds the office of vice general chairperson of BNSF Railway CO-017.

The Safety Team is also under the direction of new leadership, as longtime coordinator Nile Dragoo retired Aug. 31. The team will have two new co-directors, with current team member and Michigan State Legislative Director Jerry Gibson on the freight side and team member and District of Columbia State Legislative Director Willie Bates on the passenger side.

The 16 members of the TST are appointed by the SMART Transportation Division president, based on knowledge of operating rules and understanding of general railroad operations, train movement and dispatching. Their sole purpose is to assist NTSB investigators in finding, with the NTSB itself making all determinations as to accident causes and recommendations for improving safety. TST members are pledged to remain neutral while assisting NTSB investigators.

When NTSB investigators head to a major rail accident, the TST coordinator immediately assigns one or more TST members to meet NTSB investigators at the scene.

Although the NTSB does not possess regulatory authority, its recommendations carry significant weight with transportation and federal agencies that do regulate transportation safety.

Glen Johnson to head Human Rights Committee

Vice Local Chairperson and Legislative Rep. Glen E. Johnson has been elevated to the position of director of the SMART Transportation Division’s Human Rights Committee following the retirement of former director Frank Hickman Aug. 31.

A member of Local 937 at Mott, Texas, Johnson hired out with Union Pacific in September 1978 and holds seniority as a conductor and brakeman.

Johnson was originally appointed as a co-chair of the Human Rights Committee by Transportation Division President Mike Futhey in 2010. He has already worked to save dozens of members’ jobs since taking on that position.

Aside from his current local office positions, Johnson also serves as local delegate and legislative chairperson of the Texas State Legislative Board. He has also served his local in the past as secretary & treasurer and chairperson.

He brings more than three decades of working railroad experience to his newest position.

The UTU established the position of human rights coordinator in February 2020 as part of a broad-based effort to educate UTU members and employers to promote awareness of the advantages of diversity in the UTU and in society.

A team of UTU members and UTU international employees was chosen to make up the UTU’s Human Rights Committee to ensure that every voice within the organization is heard and respected.

The other members of the committee are Robert Gonzalez (1563), Billy Moyer (1971), David Stinsman (1594), Samantha Taylor (1933), Jesse Turner (1290) and Transportation Division employee Barbara Bankston.

TST requests lawmakers restore RRB benefits

The Transportation Trades Department of the AFL-CIO has written letters to all members of the U.S. Senate and U.S. House of Representatives asking them to restore full unemployment and sickness benefits to Railroad Retirement beneficiaries whose benefits have been reduced due to the sequestration.

As a result of the March 1, 2013, sequestration, sick and unemployed railroad workers have had benefits reduced by 10 percent. The letters read, in part: “This reduction hurts those individuals who are most vulnerable in our society, as they have to cope with unexpected layoffs or illnesses, and are unprepared to bear these additional burdens.

Moreover, it is incomprehensible that this unfair and onerous reduction is being applied to only one type of worker in our country. Workers who are not employed in the railroad industry do not have their basic unemployment and sickness benefits reduced, only railroad workers.”

Mississippi Export workers approve eight-year deal

Train and engineer workers employed by Mississippi Export Railroad have ratified a new eight-year agreement by a unanimous vote.

SMART Transportation Division Vice President David Wier said the agreement provides for cumulative wage increases of 22 percent over the life of the agreement, with lump sum payments ranging from $2,000 for employees with less than two years of service to $13,000 for employees with four or more years of service. It also includes increases in reimbursements for safety equipment supplies and auto mileage.

The agreement preserves the crew-consist and the Railroad National Health and Welfare package, including the early retirement and junior-medicare benefit plan with an employee-contribution cap of $150 per month.

Wier, who assisted with the negotiations, congratulated Area 433 General Chairperson Richard "Red" Daze, Vice General Chairperson Butch St. John, General Committee Secretary Jerry Russum and Local 1344 Chairperson Matt McLeod for “their exceptional effort during the long and difficult negotiations and for bringing the members’ concerns to the bargaining table and negotiating an agreement with substantial improvements in wages and working conditions.”

Headquartered in Moss Point, Miss., Mississippi Export Railroad is a 42-mile short-line railroad operating in Mississippi from Evanston to Pascagoula. It is the north-south corridor connecting Canadian National Railroad and the east-west line of CSX Transportation. It also connects to Norfolk Southern in Mobile, Ala., and Hattiesburg, Miss., and Kansas City Southern in Jackson, Miss., through haulage agreements.

The railroad owns and operates a raiiacal/locomotive repair and maintenance facility. It also has abundant track space for raiiacal storage of all types and several team tracks available for commodity transfers.

At the Anaheim regional meeting in July, SMART General President Joe Ngo and Transportation Division President Mike Futhey confirmed that delegates to the union’s Transportation Division will be attending two conventions in 2014.

From June 30 to July 2, Transportation Division delegates will be attending a convention in San Diego, Calif., to elect officers of the Transportation Division and to approve recommendations for changes to the SMART Constitution.

Transportation Division delegates will also participate in SMART’s first convention following the merger of the United Transportation Union and the Sheet Metal Workers International Association, working side-by-side with delegates from the SMWIA. That convention will be held August 11-15 in Las Vegas.

Both Ngo and Futhey stressed the importance of all delegates fully participating in both the Transportation Division and SMART conventions.

“The conventions will provide delegates the opportunity to be a part of the final constitutional approval process,” Futhey said.

In his opening remarks at the Anaheim regional meeting, SMART General President Joe Ngo announced that the union has launched a new website that can be found at http://smart-union.org.

As SMART continues to incorporate various elements of the SMART TD (former UTU) website into smart-union.org, Transportation Division members can still visit www.utu.org for membership news and information.

The smart-union.org website features a “Frequently Asked Questions” section to answer members’ concerns about the SMART Constitution, convention and other issues.

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www.utu.org / www.utuia.org
After a 42-year career, God’s blessings be upon you

After a rewarding career of working a combination of 42 years on the railroad and as a union representative, my wife, April, and I look forward to a productive post retirement in Memphis, Tenn. The career journey began on the Georgia St. midnight job in downtown Memphis June 10, 1971, two days before Mike Sykes, who followed me on the seniority roster, took the helm of his railroad days.

The associated duties have afforded the opportunity to sit with the most powerful kings of industry, politics and organized labor. I had the honor of representing the membership, our members, that run the economic engine that provides the foundation for the power enjoyed by all those listed.

My objective has always been the insistence that everyone be treated by management with dignity, compensated appropriately, given the opportunity to participate meaningfully, and supplied a safe work environment. We have taken on management and politicians that do not share that same philosophy. We have experienced:

- Improperly dismissed members unjustly viliﬁed before arbitration boards;
- Capricious intimidations of members who were working completely within legally mandated safety statutes, who as a result, had their livelihoods lost;
- Operational practices that, in our opinion, compromise safety to the detriment of our members;
- And, legislative initiatives intended to provide beneﬁt to the carriers at the expense of our working members.

This is not an indictment of management, politicians, nor the political system. It’s only an observation of real events and of our desire to represent the working men and women of this organization that are treated unjustly. The same means and tools that volunteer citizens in their communities, work to make life better for their families and their neighborhoods – men and women who raise our children, as well as themselves, have served and sacriﬁced in the military protecting our freedom. They are heroes with stories replete with situations placing themselves in harm’s way to save the lives of public individuals or fellow workers. They live next to you, worship beside you, take time to vote (at a higher percentage than others) and subscribe to the inalienable right to independent thought, but not an independent system to beneﬁt the few.

It is my biased opinion that our members are the “salt of the earth” that dispel the stereotypes associated with “organized labor.” We represent men and women of every race, creed and color, a collection of personalities and backgrounds that break down artiﬁcially manufactured barriers constructed to divide and intended to dissolve community of interest.

In this business, sometimes our task is daunting, but our unity has delivered beneﬁcial results:

- When the viliﬁed members are exonerated and compensated through the efforts of local and general committee ofﬁcers;
- When the intimidat-ed members utilize our infrastructure for whistle-blower cases and are compensated for lost time and punitive damages, while the carrier is ashamed and cited for a statutory violation;
- On the introduction of legislation and statutory safety requirements for minimum crew count;
- And, through our completely voluntary PAC donations that help elect reasonable, governmental like-minded representatives from both sides of the aisle.

What makes us different? It is the commitment and emotion that wells up within us while we strive to assure our members “fair shake.” There are those that write about it, but without the workplace experience required of our officers, they only write what they observe, then translate that into statistics.

Critics merely stand on the sideline, lacking institutional knowledge, yet second-guessing the motive, scrutinizing decisions, all the while shirking the responsibility of representing those without a voice.

That responsibility was instilled in me through multiple generations. My great-grandfather was killed organizing railroad workers. He left a 14-year old son, my grandfather, to become head of the household for his mother and his younger brothers. He dedicated his life to union representation, as did my father before me. I can truly say that the support April and I have received, as well as the duties entrusted to me, exceed anything I could have ever envisioned that midday June 10, 1971, in Memphis. I am truly grateful and humbled. Moreover, I pray God’s blessings upon you, collectively and individually.

Fraternally,

Mike Futhey

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For the latest news, visit www.utu.org; also, register on the UTU website to receive news alerts via email.

Every member should be part of the Constitution process

It was really great meeting so many of your leadership team at the recent regional meetings in Boston and Anaheim. They are an active and involved group with a commitment to the labor movement. It combined my respect for the potential value we have in joining forces on several fronts to build membership and greater inﬂuence at all political levels. I used the opportunity to talk candidly about the importance of ﬁnalizing the merger when the result of the current arbitration is received. As soon as we have that opinion, an interim SMART Constitution, comporting the Transportation Division Constitution (Article 218) with the SMART Constitution in accordance with the Merger Agreement, will be effective until the adoption of a new SMART Constitution at the SMART General Convention beginning Aug. 11, 2014.

Essentially, there are two stages in the process for developing a new constitution that will guide SMART’s operations for ﬁve years. Amendments proposed through the provisions of the Transportation Division Constitution (Article 218) will be submitted for vote by the delegates at the Transportation Division Convention to be held June 30 - July 2, 2014. The approved amendments at that convention shall be submitted to the SMART Constitution Committee as recommendations. The SMART Constitution Committee, composed of delegates from both the sheet metal and the transportation operations of SMART, shall consider and submit all amendment recommendations for concurrence or non-concurrence by all delegates to the SMART General Convention.

Every member of SMART must be involved in the process. The SMART Constitution governs the union, its ofﬁcials at all levels and, most importantly, the members. It’s really a contract between you and your union. To help keep you better informed and to make transparent the provisions of your membership, we’ve posted the current SMWIA Constitution, the Merger Agreement and the November 2011 Arbitrator’s Opinion and Award on the www.smart-union.org homepage. The interim SMART Constitution should be available in October to be posted on the www.smart-union.org website and the www.utu.org website. In addition, each SMART local will receive printed copies for members without access to the Internet to read at the local’s ofﬁce. Most community libraries also provide access to the Internet.

I encourage you to submit any proposed amendments to your local union for consideration in preparing its amendments to be submitted to the convention. Committees in attendance with the provisions in Article 13, Lines 1-18, in the UTU Constitution and Article 33 in the SMWIA Constitution. If you have any questions, please send them to info@smart-union.org or to

Joe Nigro, SMART General President

Contact us: news_td@smart-union.org
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Joe Nigro, SMART General President

Phyllis and Al Nowlin, with Joe Nigro.
Colorado

State Legislative Director Carl Smith reports that Local 202 member Dan DeBoer was recently injured in a motorcycle accident. DeBoer was hurt severely and will “probably never work again.” DeBoer has a wife, son and daughter at home to support.

Smith attended an event at the Grace Carroll Harvey Mountain Labor School run by the AFL-CIO, where he took up residence with DeBoer and collected over $700 from non-SMART members.

“I was pretty thrown and I definitely learned the meaning of solidarity,” Smith said of the event and contributions.

A collection was also taken up at the July 30 luncheon in the Anaheim, Calif., regional meeting. One thousand dollars was collected for the family. Donations can also be sent to DeBoer’s father, Robert DeBoer, c/o Dan DeBoer, 259 Hector St., Holland, MI 49423.

On a final note, the Colorado Legislative Board has moved its office, effective Sept. 1. The new address is at the Sheet Metal Training Center, 1515 W. 47th Ave., Denver, CO 80211.

Illinois

The Illinois State Legislative Board, led by Director Bob Gay and Assistant Director Joe Ciemny, staged a protest in conjunction with the Chicago Federation of Labor at the 40th annual convention that Local 202 member severely and will “probably never work again.” DeBoer was hurt in a motorcycle accident. DeBoer was hurt in a motorcycle accident. DeBoer was hurt in a motorcycle accident.

Transportation Division had 20 members take part in the protest.

Among the picketers above are Gnaeme McClure (1957), Paul Mejka (1957), Jason Brasla (1957), Jeff Winzler (1957), Miguel Marquet (1949), Dan Cuccio (1421), K.J. Daily (1534), Tom Rodgers (1973), Dan War (1973), Carl Draper (768), John O’Brien (1200), Joe Ciemny (1534), Bob Gay (234) and Donut Nue (1985).

“From my standpoint, it was very successful,” Ciemny said. “The plan going forward from this point is to continue to expose ALEC for who they are, and legislatively, this means blocking, exposing and protesting any legislation that is backed by ALEC in Springfield.”

The Center for Media and Democracy (CMD) has identified ALEC as the group behind right-to-work legislation, standing ground laws, voter ID laws, repealing minimum wage bills and legislation opposing future minimum wage increases.

New Jersey

The New Jersey State Legislative Board met in the Trenton office Aug. 9 to make election recommendations to members in New Jersey.

State Director Dan O’Connell said members should be aware that there will be two elections this year – the first Oct. 16 to fill the unexpired term of the late Sen. Frank Lautenberg, the second for all state offices and the legislature. The deadline to register for the special election is Sept. 25 and the deadline for the general election is Oct. 15.

The board reminds members that if they are unable to get to the polls, they can vote by mail.

The board wishes Assistant Legislative Director Bill Braden (1445) well after 40 years of service. Braden hired out with the Central Railroad of New Jersey as a brakeman and was promoted to conductor after a position he held with CNJ. Conrail and Amtrak. “Bill was one of the legislative representatives who understood how rail and bus employees are impacted by regulations and elections,” O’Connell said. “He was an avid supporter of UTU PAC.”

New England States

Pictured, from left, are Don Dimare (1400), New England State Legislative Director George Casey, U. S. Rep. Mike Michaud (D-Maine), BLET Massachusetts Legislative Director Dan Laueon and Mike Shaw (95). SMART TD’s New England States Legislative Board members, Leaders and Past Am management met with Michaud in Waterville, Maine, to discuss transportation issues, including bigger trucks, June 26. The meeting included a tour of the shop facility in Waterville.

Bus Department

By Bonnie Morris, Vice President-Bus

Our regional meeting workshops were a success

I was recently informed of the passing of one of our best bus vice presidents. Kenny Moore was the vice president that helped us at Local 23 to become part of this great organization. Kenny Moore was my mentor. He was active in Washington, D.C., and on the state and local levels on all issues pertaining to the Bus and Transit Departments. He was what every vice president should be. I am honored that I had the opportunity to know him. He will be missed, and I will never forget what he stood for. Rest in peace, Kenny Moore. Our condolences to his family.

I would like to thank all the people that attended the 2013 regional meetings. For those that were unable to attend, the Bus Department had a very unique set of presentations regarding the health and well-being of operator and transit workers.

In Boston, the presenters were from both the medical field and the Transportation Learning Center. They presented information on how our health is impacted by our work. Both Dr. June Fisher, M.D., and Robin Gillespie talked about the health issues so many of us are dealing with on a day-to-day basis: long hours sitting, the lack of restroom breaks, and the inability to access good food on the road. The discussions hit home for many of us.

In Anaheim, Dr. Fisher discussed health issues in transit and transportation, both here and around the world. Dr. Peter Schnall, along with Marim Debo, led an interactive workshop on stress in transit and its impact on our health.

Amy Calvin and John Tatum from the Los Angeles MTA presented a wellness program that they created and discussed results of the program they have seen at the MTA in Los Angeles. These workshops had some of the best attendance by our brothers and sisters that I have seen in a long time. We had between 30 and 60 participants at workshops in Anaheim and about 25 in Boston.

President Mike Farhey came to our open bus workshop in Anaheim. He spoke with the bus members, answered their questions and spoke about the involvement of SMART in our Bus Department. It was an honor. We received updates from our members on what is happening on their properties and spoke about how we could get stronger. If anyone wants information from the workshops, please contact me and I will be more than happy to provide it. My email address is bmorris@smart-union.org.

Transit bill’s demise points to 2014 stalemate

The collapse of U.S. transportation funding bills in both houses of Congress points to a broader stalemate over fiscal 2014 spending and threatens to extend across-the-board budget cuts into next year.

Senate Republicans last month blocked a $54 billion measure funding highways, aviation, passenger rail and other transportation projects because it exceeded spending limits earlier agreed to by both parties. House Republican leaders called off a vote on a more-austere $44 billion measure amid signs it lacked enough support to pass.

Analysts said the lack of funding consensus means that transportation agencies may be forced to continue operating under the forced spending cuts that began in March. The cuts, known as sequestration, were a default method of curbing federal spending spending plan. President Obama and Congress had agreed to a cut in the spending plan failed in 2011. The cuts in fiscal 2014 reach $109 billion.

Amtrak can keep running under the status quo while being constrained in spending due to the loss of federal capital investment and equipment. The railroad isn’t commenting on the appropriations talks breakdown, Steve Kuhl, a spokesman, said.

Utah Legislative Board

The Utah State Legislative Board recognized State Sen. Karen Mayne and Rep. Craig Hall for passing rail safety legislation that requires more education and training for drivers around railroad crossings. Pictured, from left, are Jim Burt (106), State Legislative Director Jay Secremer (166), UTA-CIO President Dale Cole, State Sen. Karen Mayne (D), Michael Amsden (238), State Rep. Craig Hall (R), Roger Barnes (1294) and Pat Winslow (1554).

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Electoral recommendations will be mailed to all local legislative representatives and secretaries. “Electors do have consequences,” O’Connell said.

The board wished Assistant Legislative Director Bill Braden (1445) well after 40 years of service. Braden hired out with the Central Railroad of New Jersey as a brakeman and was promoted to conductor after a position he held with CNJ. Conrail and Amtrak. “Bill was one of the legislative representatives who understood how rail and bus employees are impacted by regulations and elections,” O’Connell said. “He was an avid supporter of UTU PAC.”

Pictured, from left, are Don Dimare (1400), New England State Legislative Director George Casey, U. S. Rep. Mike Michaud (D-Maine), BLET Massachusetts Legislative Director Dan Laueon and Mike Shaw (95). SMART TD’s New England States Legislative Board members, Leaders and Past Am management met with Michaud in Waterville, Maine, to discuss transportation issues, including bigger trucks, June 26. The meeting included a tour of the shop facility in Waterville.

Transit bill’s demise points to 2014 stalemate

The collapse of U.S. transportation funding bills in both houses of Congress points to a broader stalemate over fiscal 2014 spending and threatens to extend across-the-board budget cuts into next year.

Senate Republicans last month blocked a $54 billion measure funding highways, aviation, passenger rail and other transportation projects because it exceeded spending limits earlier agreed to by both parties. House Republican leaders called off a vote on a more-austere $44 billion measure amid signs it lacked enough support to pass.

Analysts said the lack of funding consensus means that transportation agencies may be forced to continue operating under the forced spending cuts that began in March. The cuts, known as sequestration, were a default method of curbing federal spending spending plan. President Obama and Congress had agreed to a cut in the spending plan failed in 2011. The cuts in fiscal 2014 reach $109 billion.

Amtrak can keep running under the status quo while being constrained in spending due to the loss of federal capital investment and equipment. The railroad isn’t commenting on the appropriations talks breakdown, Steve Kuhl, a spokesman, said.
Anaheim

SMART TD/UTUIA 2013 Regional Meeting

Treasurers’ Workshop

Amtrak employees represented by General Committee of Adjustment CO 769 break from a meeting of their general committee. Pictured, from left, are Paul Carroll (127), Chris Lee (384), Roger Knapp (1732), Jan Sperreker (166), Dirk Simpson (1732), Ray Bellumini (1700) and Michael Caroll (1700) leave the “Unfair Labor Practices” workshop July 29. Cisneros, Socorro Cisneros (1607), Victoria Winge (1565) and Jorge Melendez attend the board meeting. Pictured, from left, are Vice Local President Vern Gills (1626), right, and Nevada State Legislative Director Jason Doreing, and his wife, Nicole. Schultze and Gillis are employees of the Alaska Railroad.

Local 1564

Amtrak employees of Union Pacific. A mtrak employees represented by General Committee of Adjustment 953 and employees of Union Pacific.

Anaheim Local Committee

Assisting International staff throughout the Anaheim meeting were local officers from around the nation. President and Local Secretary of Treasurer Patrick Haug (1422), General Chairman Dana King (743) and Executive Board members and Local Chairmen Robin Rosenthal (1422). Members of the local committee not pictured include SINP General Committee 127. Secretary Rich O’Connell (1546) and General Chairman Gary Miller (1700).

Local 1564 at Los Angeles was well represented at the Anaheim meeting. Pictured, from left, are Local Treasurer Andy Carone. Local Chairperson Ulysses “Buck” Johnson, Local Secretary Merlise Reed and Gregory Smith, all Amtrak employees with Los Angeles Metro.

Bus Workshop

In a “break and relax” workshop moderated by International Vice President Bonnie Moore, bus operators practice relaxation techniques. Presenters at the workshop included Clinical Professor Jane Fisher, M.D., Los Angeles Metro Wellness Manager Mary Cahn and Metro Trust Fund Administrator John Tarram.

The Anaheim meeting celebrated the work and dedication of the SMART transportation union, with members enjoying a variety of workshops and events. Pictured: Members of the UTU Auxiliary take a break from their continental breakfast and workshop. The program included presentations by Auxiliary International President Mae Parker, Secretary General President Vern Gills (1626), right, and Nevada State Legislative Director Jason Doreing, and his wife, Nicole. Schultze and Gillis are employees of the Alaska Railroad.

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The July/August 2013 issue of the SMART Transportation Division News incorrectly listed Alumni Association member James M. Law of Keokuk, Iowa, as deceased. Brother Law advises former Rock Island friends he is alive and well. Brother James M. Law of Crockett, Ark., should have been listed. SMART Transportation Division News regrets this error and apologizes to Law and his family.

Human Rights Committee director pulls pin

Frank Hickman, director of the SMART Transportation Division’s Human Rights Committee and local chairperson of Local 1175 at Duluth, Minn., retired Aug. 31.

A BNSF Railway engineer at the time of his retirement, Hickman was originally hired as a brakeman in 1978. He was promoted to engineer in 1989.

In 1981, Hickman became involved in the affairs of his local at the request of his co-workers, who were seeking involvement from younger employees. He was elected secretary of Local 1175 in 1983 and served until 1998, when he was elected local chairperson. From 1994 to 2002, Hickman served as secretary of General Committee of Adjustment GO 001 and later as vice general chairperson from 2002 to 2011.

In 2000, the UTU’s Human Rights Committee was created to educate UTU members and employers about diversity and to promote awareness and equality in the workplace. At that time, Hickman was invited to serve as a committee coordinator. He was elected to committee director in 2010.

“I am most proud of the UTU membership and its officers and their willingness to accept and respect all people,” Hickman said. “With their help, we were able to turn a dream into the most effective diversity program in the industry.

“I will miss working with friends and members from all over the country. I will forever be grateful for my opportunity to make the UTU Human Rights Committee a reality and a success,” he said.

Hickman also thanked SMART Transportation Division President Mike Pathry saying, “I am proud to say that you are my friend and brother. If you never hear it anywhere else, you made a difference in my life, as well as in the lives of many countless members in the UTU. I know there were easier roads to travel, but you walked the one that you promised.”

During his free time, Hickman has been working with his church to assist students in preparing for college. The program places an emphasis on math and science and is currently helping 10 college hopefuls. Members are hoping to add another 13 students to the program soon.

“Our goal is to finish college and find financial assistance for these kids to attend college. I look forward to continuing to work with these students well into retirement,” he said.

Member retires after more than 50-year career

Benjamin S. Berry retired May 1 after 49 years of being a proud member of the UTU and almost 51 years of service with Union Pacific.

Berry is a member of Local 471 at Eugene, Ore., and a strong and faithful supporter of UTU PAC, according to Oregon State Assistant Legislative Director Greg Boam. Berry was the largest contributor to UTU PAC in the state of Oregon.

“I’ve known him for the past 22 years. Ben Berry got his first job with the railroad through the company officers, and stood together before everyone in the whole room clapped for us. What a great feeling!” Boam said.

Berry got his first job with the railroad through persistence. He went to the trainmaster’s office and asked the secretary there about any open positions.

“I kept coming back for about a year, with no results,” Berry said. “Finally, in the summer of 1962, I was hired when another guy couldn’t pass his physical.

“Fifty years later, I was invited to the 2012 Union Pacific shareholders meeting in Salt Lake City, where I was honored for my years of service,” Berry said.

Not only was he honored for his years of service, Berry was presented with a lantern by UP CEO Jack Kotsalesk.

“I took my son with me, and he and I met all of the company officers, and stood together before the stockholders and officers and politicians as the whole room clapped for us. What a great feeling. I will never forget it.”

Landfall Travel, the official travel agency of the UTU Alumni Association, is offering two trips to Transportation Division members and retirees in the coming year.

The first offering is an Alaskan cruise aboard the Golden Princess. This eight-day cruise leaves from Seattle, Wash., July 19, 2014, and features time spent cruising Glacier Bay National Park and stops at the ports of Ketchikan, Juneau, Skagway and Victoria, B.C., Canada. The cruise returns to Seattle, July 26.

For those not yet ready to end their vacation travel, or for new travelers, a second eight-day tour is being offered from July 27 to Aug. 3, exploring the Pacific Northwest and California.

It begins with a sightseeing tour of Seattle, followed by a visit to the Mt. St. Helen’s Visitor Center and an overnight stay in Portland. Next, travelers will see Mt. Hood, the Columbia River Gorge, Bonneville Dam and Cascade Mountains. Finish the night off with a dinner cruise along the Willamette River and Lake Oswego. Other points of interest include a cruise up the Rogue River, explorations of Bands State Natural Area, time spent at the Redwood National Park, crossing of the Golden Gate Bridge, as well as time spent in San Francisco and more.

Interested parties can contact Landfall Travel directly at (440) 799-9877 or (800) 835-9233 for more information. All are welcome; you do not have to be a member of the Alumni Association to enjoy these excursions.

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

The July/August 2013 issue of the SMART Transportation Division News incorrectly listed Alumni Association member James M. Law of Keokuk, Iowa, as deceased. Brother Law advises former Rock Island friends he is alive and well. Brother James M. Law of Crockett, Ark., should have been listed. SMART Transportation Division News regrets this error and apologizes to Law and his family.

www.utu.org / www.utuia.org

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MEMBERSHIP DIRECTORY

Pictured, from left, are UP CEO Jack Kotsaleski, Benjamin S. Berry and Berry’s son, Benjamin A. Berry.

Page 8  September 2013 UTU-SMART News
For more information, complete and return the coupon at right, call toll free (800) 558-8842 or email sales@utulia.org.

SMART state directors appointed to transportation panels

Two SMART Transportation Division state legislative directors have received appointments to transportation panels, one at the state level and one at the federal level.

District of Columbia State Legislative Director and SMART Transportation Safety Team member Willie Bates has been invited by Federal Railroad Administrator Joseph Szabo to serve on the Stakeholder Review Panel for the agency's new Clear Signal for Action safety program.

Illinois Gov. Pat Quinn issued an executive order Aug. 15 creating the Northeastern Illinois Public Transit Task Force, an independent panel of transit, finance and government leaders who will issue recommendations to reform the mass transit system in northeastern Illinois. SMART Transportation Division State Legislative Director Robert Guy is a member of the panel.

The CSA safety pilot program, funded by the FRA's Office of Research and Development, seeks to improve railroad safety and railroad safety culture through the use of peer-to-peer coaching and feedback and safety leadership training.

In a letter to Bates, Szabo said “Risk reduction approaches like CSA allow the industry, through collaborative labor and management efforts, to take proactive measures to prevent accidents.” Responding to Szabo's letter, Bates said, “I accept the challenge.”

SRP meetings will be managed by the Volpe National Transportation Systems Center, whose mission is to improve the nation's transportation system by anticipating emerging transportation issues and serving as a center of excellence for informed decision making.

Besides his new challenge, Bates serves as a member of the Obama administration's 20-person Transit Rail Advisory Committee for Safety, which drafts federal regulations for 47 separate transit systems that previously set their own safety rules and procedures. He was named to the committee by former Transportation Secretary Ray LaHood.

In 2011, the governor of Virginia awarded Bates the Governor’s Transportation Safety Award for rail transportation. In 2009, Amtrak's highest safety honor – the Charles Luna Memorial Safety Award – was bestowed upon Bates, who has worked injury-free for 25 years as an Amtrak conductor, and never had a safety-rules violation. The award is named for the UTU's first International president, who was later an Amtrak board member.

A member of the SMART Transportation Division Local 1933 at Washington, D.C., Bates serves as the local's chairperson, vice president, legislative representative and delegate.

Guy graduated from Western Illinois University in 1991 with a bachelor of arts degree in broadcast journalism. In 1996, he was elected UTU Local 234's local legislative representative and was re-elected in 1999 and 2003, becoming state legislative director in 2009. He has focused on expanding Amtrak service and working on safety legislation and other issues.

“Safety and efficiency are important issues in transit operations. Illinois State Legislative Director Bob Guy understands the necessary components of providing these vital services with on-time performance. This appointment is an honor for Bob and an opportunity for our transit riders in Chicagoland,” said SMART Transportation Division President Mike Futhey.

The 15-member, blue-ribbon task force is charged with developing ways to eliminate waste, fraud and abuse and streamline operations to ensure improved transportation for the millions of users each year. The task force will issue recommendations to be considered by the General Assembly and Gov. Quinn for both the veto and spring sessions.

The executive order is part of Gov. Quinn’s agenda to strengthen oversight of mass transit in northeastern Illinois and restore commuters' confidence.

The governor’s move comes in the wake of recurring scandals at Metra and ongoing accountability problems over the last decade.

“It’s clear that the mass transit system in northeastern Illinois is not working for taxpayers,” Quinn said. “This task force is a step forward to make our transit system worthy of the public’s trust. Their recommendations will be valuable as we work in both the veto and spring sessions to reform mass transit in northeastern Illinois.”

The task force will develop recommendations to revamp the oversight of mass transit in northeastern Illinois.

Other members of the Northeastern Illinois Public Transit Task Force include: Co-chair George Runney Jr., president and CEO of Metropolitan Strategies; Co-chair Ann L. Schneider, secretary of the Illinois Department of Transportation; Carole L. Brown, managing director at Barclay's Capital; Patrick Fitzgerald, former U.S. attorney of Illinois; Adrienne M. Holloway, assistant professor of political science at DePaul University; Sylvia Jenkins, president of Moraine Valley Community College; Nick Palmer, chief of staff for Will County Executive Larry Walsh; Tony Paulauski, executive director of the Arc of Illin...
Canada bans one-man crews on all hazmat-carrying trains

OTTAWA – Transport Canada July 23 announced an emergency directive pursuant to section 33 of the Railway Safety Act to increase rail safety, banning one or more loaded tank cars transported dangerous goods is left unattended on a main track.

• Ensure, within five days of the issuance of the directive, that all unattended controlling locomotives on a main track and sidings are protected from unauthorized entry into the cab.

• Ensure the directional controls, commonly known as reversers, are removed from any unattended locomotives, preventing them from moving forward or backward, on a main track or sidings;

• Ensure that their company’s special instructions on hand brakes are applied to any locomotive attached to one or more loaded tank cars transporting dangerous goods is left unattended on a main track;

• Ensure, within five days of the issuance of the directive, that all unattended controlling locomotives on a main track and sidings are protected from unauthorized entry into the cab.

BLET National President Dennis R. Pierce called on the House to take up the bill at its earliest opportunity. “The American people are justifiably concerned that the single-person crewing practice used on MM&As and some other short line railroads and the immediate unsafe railroad safety at risk.”

Pierce said, “We urge Chairman Schuster and the T&I Committee to hold hearings on this issue after the recess.”

SMART Transportation Division President Mike Furhey said, “This is a responsible piece of legislation that recognizes the correlation between the consist of crews and public safety. We thank Reps. Michaud and Pingree and urge more representatives to join in support.”

Operating unions advance federal crew-size legislation

The Transportation Division of the Sheet Metal, Air, Rail and Transportation International Association and the Brotherhood of Locomotive Engineers and Trainmen have jointly announced that legislation requiring at least two crew members on all freight trains in the U.S. has been introduced in the House Transportation and Infrastructure Committee for consideration.

The legislation reflects heightened concerns over crew size arising from the tragic July 6 derailment of a Montreal, Maine & Atlantic fuel train in Lac Megantic, Quebec, which killed 47 and destroyed the center of the town. The MM&A train was crewed by a single person.

H.R. 340 reads, in part: “Effective 30 days after the date of enactment of the Safe Freight Act, no freight train or light engine used in connection with the movement of freight may be operated unless it has a crew consisting of at least two individuals, one of whom is certified under regulations promulgated by the Federal Railroad Administration as a locomotive engineer pursuant to its rulemaking authority.”

Initial sponsors for H.R. 340 are U.S. Reps. Michael Michaud (D-Maine) and Chellie Pingree (D-Maine) and the bill is expected to be assigned to the House Transportation and Infrastructure Committee for consideration.

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Local president lends neighbor a helping hand

Opal’s home before

Opal’s home after

Transportation Division updates policy on dues objectors

Percentage of chargeable fees determined by analyst for calendar year 2012

<table>
<thead>
<tr>
<th>Transportation Division*</th>
<th>77.8 percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Legislative Boards</td>
<td>72.6 percent</td>
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<tr>
<td>LO 036 New York</td>
<td>77.5 percent</td>
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<tr>
<td>LO 040 Ohio</td>
<td>86.3 percent</td>
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<tr>
<td>LO 054 Washington</td>
<td>38.9 percent</td>
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<tr>
<td>General Committees</td>
<td>0.0 percent</td>
</tr>
<tr>
<td>GO 049 C&amp;SE</td>
<td>100.0 percent</td>
</tr>
<tr>
<td>GO 057 Union Pacific</td>
<td>100.0 percent</td>
</tr>
<tr>
<td>GO 577 Unrevised general committees*</td>
<td>99.6 percent</td>
</tr>
</tbody>
</table>

* Estimate; final ratio forthcoming.

1. Any person covered by a UTL, now SMART, union shop or agency shop agreement in the United States who elects to be a non-member has the legal right to object to political and ideological expenditures not related to collective bargaining, contract administration, or other activities germane to collective bargaining, and to withdraw from meeting the requirements for payment. The board shall set the amount of such expenditures not related to collective bargaining, contract administration, or other activities germane to collective bargaining. If you know a senior who could use a helping hand in the Springfield area, provide them with the United Way of the Ozarks telephone number (417) 863-7700 and have them ask for the Hands on for Seniors coordinator. Dikekper said. Coordinating this program is part of what she does for United Way of the Ozarks. Well done, and thank you, Brother Latham.

2. The objecting non-members shall provide notice of objection to the Transportation Division general secretary & treasurer of the objection by first-class mail postmarked during the month of May and the general secretary & treasurer shall provide a list of all objectors from the previous year who elected to be an agency shop agreement in the United States who elects to be a non-member has the legal right to object to political and ideological expenditures not related to collective bargaining, contract administration, or other activities germane to collective bargaining, and to withdraw from meeting the requirements for payment. The board shall set the amount of such expenditures not related to collective bargaining, contract administration, or other activities germane to collective bargaining. If you know a senior who could use a helping hand in the Springfield area, provide them with the United Way of the Ozarks telephone number (417) 863-7700 and have them ask for the Hands on for Seniors coordinator. Dikekper said. Coordinating this program is part of what she does for United Way of the Ozarks. Well done, and thank you, Brother Latham.

3. The following categories of expenditures are chargeable:
   a. All expenses concerning the negotiation of agreements, practices and working conditions;
   b. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration and discussion with employees in the craft or class (or bargaining unit) or employer representatives regarding working conditions, benefits and contract rights;
   c. All expenses for the education and training of officers and directors and the staff; and
   d. All expenses concern the administration of the union's legal and political rights.

4. The litigation and staff intended to prepare the participants to better perform their functions and tasks. It all was a bit too much for Opal. But it was not too much for Latham.

5. The analyst shall complete the report no later than August 31. The report shall be issued by analyst for calendar year 2012.

6. The analyst shall be available for inspection and copying at the hearing. The appropriate unit of the AAA shall be notified by the arbitrator at least fourteen (14) days prior to the hearing. The arbitrator shall be permitted to file written statements at the hearing and shall be permitted to file written statements at the hearing. The arbitrator shall be permitted to file written statements at the hearing and shall be permitted to file written statements at the hearing.

7. The analyst shall maintain an accurate record of all proceedings and the arbitrator shall maintain a copy of the transcript of the hearing. The arbitrator shall maintain a copy of the transcript of the hearing. The arbitrator shall maintain a copy of the transcript of the hearing.

8. The arbitrator shall commence by October 1 or as soon thereafter as is practicable after the arbitrator's decision becomes available, but in no case more than thirty (30) days after the hearing.

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14. If the arbitrator shall determine that more than one day of hearing is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case more than thirty (30) days after the transcript becomes available, but in no case more than thirty (30) days after the transcript becomes available.

15. Appellants may, at their expense, be represented by counsel or other representatives of choice. Appellants need not appear at the hearing and shall be permitted to file written statements with the arbitrator instead of appearing. Such statement shall be filed no later than fifteen (15) days after the transcript becomes available, but in no case more than thirty (30) days after the transcript becomes available.
The Confidential Close Call Reporting System (C3RS) took a significant step forward Sept. 1 by expanding the geographic coverage for Amtrak train and engine workers from 10 Amtrak yard facilities to all Amtrak-owned and dispatched territory throughout the system.

The C3RS is a partnership between the National Aeronautics and Space Administration (NASA), the Federal Railroad Administration, participating railroad carriers and labor organizations. It is designed to improve railroad safety by collecting and studying reports detailing unsafe conditions and events in the railroad industry. Employees will be able to report safety issues or “close calls” voluntarily and confidentially.

Examples of close calls include varying levels of risk, such as leaving pieces of equipment unsecured, improper blocking, operating trains beyond track authority or violating operating rules.

Informational rollout sessions have been ongoing in the Northeast Corridor. SMART Transportation Division Vice General Chairpersons Gary Hopson (Amtrak GO 663), Charlie Yura (Amtrak GO 769) and Salvador Ruiz (CSX GO 342) attended the opening event in Washington Aug. 6 and were provided the opportunity to address all in attendance. Present and speaking on behalf of Amtrak were President and CEO Joe Boardman and Vice President of Operations D.J. Stadler. FRA Acting Associate Administrator Bob Lauby was present at FRA Administrator Joe Stobo was unable to attend.

“We are in favor of this reporting system on both sides, labor and management, and it is going to benefit our membership. This marks the beginning of a collaborative initiative that will reduce accidents and injuries in our industry,” Hopson said.

“This sort of program is going to be required by the FRA and all Class I railroads will eventually have to have a program that mimics the program we are following.”

The expansion will also include any tracks or facilities acquired by Amtrak in the future. Coverage will now be available for incidents that result in damage below the FRA monetary reporting threshold and which do not involve an injury, as long as there is compliance with the other provisions of the implementing memorandum of understanding.

Close Call went into effect February 2011. SMART Transportation Division Assistant President John Previsich spearheaded SMART’s involvement in the four C3RS pilot projects – systemwide on Amtrak and New Jersey Transit, at CP’s Portage, Wis., yard and UP’s North Platte, Neb., yard.

Inside this issue of UTU-SMART News:

Confidential Close Call Reporting system expanding

This photo was taken by Local 1564 (Los Angeles, Calif.) member Carlos Mejia. “This photo is of the Dodger Express Shuttle Bus at Patsaouras Transit Plaza at Union Station in Los Angeles, headed to Dodger Stadium. In the front windshield of the bus, you can see the reflection of the LACMTA office building, One Gateway Plaza,” Mejia said.