Sellers also held a number of important union and industry posts. He was president of many groups, including the Pennsylvania State and New Jersey State Councils of Sheet Metal Workers; the Mechanical Trades District Council of Delaware Valley; the Metropolitan Association of Presidents and Business Representatives; and the board of directors for the National Energy Management Institute (NEMI). He also served as secretary/treasurer of the Mechanical and Allied Crafts Council of New Jersey.

As SMART General Secretary-Treasurer, Sellers led special campaigns to increase outreach and awareness for pension and health care issues, including compliance with the Pension Protection Act and Affordable Care Act. He has held several positions with the AFL-CIO and Building and Construction Trades Department at the national, state and local levels. He currently serves as chairman of the union's National Pension Fund and is a trustee for several other national pension and health funds.

Richard McClees has been working in the industry for over 40 years after starting as a production worker in Local 206 in San Diego. Since that time he has held a career with IMM, in every facet of the sheet metal industry while he held virtually every position at every level of the union.

McClees followed his father and two brothers into the trade—all of whom served as models of hard work and commitment.

Continued on page 10

Rep. Norcross introduces bill to improve rail safety

Washington, D.C. – April 28, Congressman Donald Norcross (D – N.J.) introduced his first bill, H.R. 2074, the Toxics by Rail Accountability and Community Knowledge (TRACK) Act, to improve hazmat-by-rail safety by implementing a series of recommendations made by the National Transportation Safety Board (NTSB) following the 2012 train derailment in Paulsboro, N.J. Since being sworn in to Congress in November of last year, Rep. Norcross worked closely with Sen. Bob Menendez and local officials on legislation designed to avoid catastrophes like the one that occurred in Paulsboro, while working to benefit from the lessons learned from this accident.

On November 20, 2012, a freight train derailed in Paulsboro, N.J., causing several tanker cars to crash and spilling toxic vinyl chloride into the atmosphere. Thanks to the efforts of the local first responders, State Office of Emergency Management, U.S. Coast Guard, and countless others, the risk of injury was minimized. However, an estimated 1,500 people were forced to evacuate their homes.

In the wake of the accident, the NTSB conducted an independent investigation into the cause of the derailment and toxic chemical spill. The legislation introduced by Rep. Norcross addresses a number of the public safety concerns raised by the NTSB, while working to implement their recommendations into law.

"As Representatives in Congress, our top duty is to ensure the safety and security of our residents, which is why I have chosen to pursue these common-sense rail safety reforms in my very first piece of legislation," said Congressman Norcross. "Following the 2012 train derailment in Paulsboro and other preventable public safety emergencies, we must ensure that rail users take steps to minimize the risk of an accident and provide recourse to those affected when companies fail to do so. These NTSB-supported recommendations will improve rail safety and expand protections for first responders and residents who live along train routes."

"After years of study, the NTSB found that Conrail's actions after the Paulsboro derailment endangered the train crew, local residents and first responders. But, the SMART TD applauds DOT's tank car final rule

The Department of Transportation (DOT) announced its final rule for rail shipments of flammable liquids. The rule calls for enhanced safety standards for High-Hazard Flammable Trains (HHFT), including stricter tank car construction standards, the phasing out of older tank car models, the use of electronically controlled pneumatic brakes (ECP) and will make permanent previously announced speed restrictions.

John Risch, SMART Transportation Division national legislative director, welcomed DOT’s final rule, specifically applauding the mandated use of ECP brakes: “This is a game changer. I’ve operated trains with ECP brakes, and they are the great advancement in safety I’ve seen in my 35 years in the industry.

“According to a 2006 FRA report, ECP brakes can stop trains 40-70 percent faster than conventional train brakes and allow for a graduated release, which is vital to the safe handling of trains in cold weather and on heavy grades. ECP brakes will save the lives of railroad workers and better protect the millions of Americans living near rail lines.” The DOT’s ECP mandates must be fully complied with by May 2023.

Additionally, Risch expressed relief that the rule does not unreasonably restrict train speeds, something that would add to traffic congestion and further delay passenger rail service. The rule will restrict all HHFT’s to 50 mph in all areas and restrict certain HHFT’s to 40 mph in designated high-risk urban areas.

“While this rule will go a long way towards ensuring the safety of our nation’s railroads, more can be done. We now urge the DOT and Federal Railroad Administration (FRA) to ensure that all freight trains are operated by a minimum of two individuals – a certified conductor and certified engineer,” said Risch.
Local 240, Los Angeles, Calif.
Local Legislative Representative Harry J. Garvin Jr. reports that retired Conductor and Brakeman Raymond R. House died March 16. House hauled out with Pacific Electric January 1, 1963 and retired from SPUP March 1, 2003, after 40 years of service. "Ray was an outstanding roadrailer and a good friend of many on the railroad and he will be missed," Garvin said. Cards and condolences can be sent to Susan House at 1306 Detroit Ave., Youngstown, OH 44502.

Local 506, Herington, Kan.
This Union Pacific Local donated the horse blanket (pictured above) to the winner of this year’s SMART Day at the Races. Local 286 Ed Mueller and Local Chairman Cliff Gordon (7) report that there were 98 SMART Transportation Division members in attendance from both BNSF and Union Pacific railroad locals located in Nebraska, Iowa, Kansas, Colorado, Minnesota and Missouri.

Local 750, Knoxville, Tenn.
Local 1301, Knoxville, Tenn.
Locals 750 and 1301, both of Knoxville, Tenn., met for dinner with National Legislative Director John Risch, reports Local Legislative Rep. James “Clay” Pearson.

“Earl Smith won the 2014 PAC contest at the SMART TD convention in San Diego, Calif.,” Risch said. “Smith’s price was dinner with the National Legislative Director.”

Local 1033, Atlanta, Ga.
Local 1598, Manchester, Ga.

Jason Hayden making the most of a distance

According to an old Chinese proverb, “The journey of a thousand miles begins with one step.” The obstacles that life places before us can sometimes be overwhelming. Forward motion against the obstacle, one step at a time, is movement in the right direction; whether it is an engineer driving a locomotive up a steep grade, a cyclist peddling against the miles or a cancer patient in the battle of his life.

Neil Peart, the lyricist and drummer for the Canadian rock trio Rush, addresses these realities in the song, Marathon, “It’s a test of ultimate will, the hearbreak climb uphill, got to pick up the pace if you want to stay in the race.”

Local Chairperson and Missouri Assistant State Legislative Director Jason R. Hayden (NS, 657A) has picked up the pace in the race against cancer. As a volunteer and cyclist for Pedal The Cause (PTC), he was recently honored with the PTC Volunteer of the Year Award.

Pedal the Cause is the premier St. Louis cycling event of the year and is a driving force behind creating a world without cancer. It is also the only St. Louis event that gives 100 percent of participant donations to accelerate life-saving cancer research at Siteman Cancer Center and St. Louis Children’s Hospital. Hayden has been a Pedal the Cause volunteer since 2012 and is a member of the Happy Helpers team - a large team of friends, family and community members who donate their time and efforts to make Pedal the Cause a success.

In 2015, PTC is funding eight new research projects. It has now funded more than 30 cancer research projects (37 adult and 15 pediatric) in St. Louis. The next PTC event is set to take place Sept. 26 & 27, 2015 at the Chesterfield Amphitheater in Chesterfield, Mo. For information on how to get involved in Pedal the Cause or if you would like to help Hayden’s efforts to help create a world without cancer, please visit: pedalthecause.org.

Brother Haden is passionate about his participation in PTC. He explains, “I volunteer and ride because cancer affects so many people. It has impacted people within my family and has impacted friends of mine. This is one small way I can help in the cure for cancer.”

He has put together a team of over 15 cyclists, many of whom are family members. With each mile they ride, they are making the most of their passion for cycling by using it as a vehicle to confront and conquer cancer.

As for Hayden making the most of his cycling, Neil Peart’s inspirational lyrics ring poignantly true, “In the long run...you can do a lot in a lifetime if you don’t burn out too fast. You can make the most of the distance, first you need endurance - first you’ve got to last...” No doubt, Hayden is doing a lot of good in his lifetime and he certainly knows how to make the most of a distance.

Local 1910, Macon, Ga.

The above photo is from SMART Transportation Division Local 1910’s third annual information conference and cookout. In attendance was Past UTU President Tom Dubose, Railroad Retirement Board, OSHA Whistleblower office; UTUIA, General Chairman of GO 169 (Nordstrom Southern Lines) Jimmy Stewart and Georgia State Legislative Director Matt Campbell. Designated Legal Counsel Wardlaw Law Group, P.C., sponsored the event and was also in attendance.

Back row from left: Christopher McDaniel, Vice Local Chairperson Lamar Crowder, Stewart, GCA Secretary Tony Roland, Vice Local Chairperson Timothy Patrick, LCA Secretary Gerry Nobles and Local Chairperson Daniel Doster.

Middle row from left: Vice Local Chairperson George Miller, Local 1534 Trustee Antoine Robinson, Campbell, TD Vice President Boyle, Field Supervisor Steve White (1814), Danny Boyle (4983), Local Chairperson Steven Beck, Local Chairperson Joseph Ferguson, TD Vice President John Englund and Alternate National Legislative Director Greg Hynes.

Amtrak GO 769, Philadelphia, Pa.

This photo was taken at the GO 769 quadrilateral meeting held in Atlantic City, N.J. May 20-21, 2015. Pictured from left are: Vice Chairperson Charlie Yara (888), GCA Secretary Rick Piau (816), General Chairperson Dirk Sampson (117), Transportation Division President John Previsch, TD Vice President John Leniewski, TD Vice President Jeremy Ferguson, TD Vice President John Englund and Alternate National Legislative Director Greg Hynes.
SMART education department trains Transportation Division leaders

The SMART Education Department has been traveling throughout the country with training programs designed for the Transportation Division, providing training for General and Local Chairpersons at various quarterly conventions around the country.

Ranging from topics like communication techniques for union leaders and conflict resolution to Local Chairperson responsibilities, the education department has engaged and trained leaders in the rail side who are conductors, engineers and switchmen.

The first training program was held in Las Vegas at SMART’s 1997 quad annual convention in January where incoming General Chairperson Gary Crest noted his committee’s commitment to developing a highly educated and motivated membership, “We are really excited to have hosted the education department. Our local chairpersons were engaged the whole way through and Chris and Doug did an outstanding job.”

Most recently the department put their training on for SMART CO 225 in Milwaukee and will be doing a series of trainings over the summer and into the fall including training at the TD’s Regional Meetings in Phoenix, Ariz. and Providence, R.I.

“Doug MacDonald and I are really excited by the challenge of developing and presenting training.

At the First SMART General Convention in 2014, leaders pledged more efficient operations as well as to be more transparent, accountable and responsive to members. A communications survey is helping to fulfill those promises.

Early in 2015, SMART polled members on outreach today and in the future, asking what they wanted and how they wanted to get it.

The findings showed that SMART members are regular users of online media. Many already prefer keeping up via digital channels rather than by postal mail or word-of-mouth.

SMART already has a robust website and Facebook page with content for sheet metal and transportation members alike.

Especially for a Union working to build strength and keep members involved and informed, digital communications provide speed and variety while using fewer resources.

That’s why the General Executive Council reviewed these survey findings and approved the next move into our digital world: giving members the option of online-only delivery of our periodicals, starting with the Members Journal.

You can already read the Members Journal at smart-union.org as well as SMART TD News. Visit www.smart-union.org/godigital to fill out a form that allows future issues of the SMART Members Journal to be emailed to you online.

Cook seeks advice from Risch

At left, regional political analyst Charles “Charlie” Cook Jr. (left), met with National Legislative Director John Risch (right), seeking his political advice.

Cook specializes in election forecasts and political trends, which he writes about in his own publication, “The Cook Political Report.” He also writes two columns for the “National Journal: The Cook Report” and “Off to the Races.”

Members’ Journal online subscriptions now available

To fill the vacancy in the alternate position, the Board of Directors elected Union Pacific GO 887 General Chairperson Gary W. Crest to the alternate Executive Board seat. Crest began his railroad career in 1993 when he hired with Copper Basin Railway. In 1997, he joined UP in Tucson, Ariz. His union career began in 2001, when he was elected to the position of vice local chairperson of Local 807 at Tucson. He was elected by acclamation in both 2007 and 2011 to the position of local chairperson.

Crest has also served as delegate for the local since 2011. In 2010, he was elected to the position of vice general chairperson of UP GO 887 and was reelected by acclamation in 2011. He was elected general chairperson in January 2015. Crest currently resides in Bakersfield, Calif.

The Board of Directors notified Crest of his election April 17.

Treasurers receive training at TD headquarters

SMART Transportation Division Auditors Bobby Brandley and Mike Araujo conducted a three-day local treasurers’ workshop at the Transportation Division’s offices in North Olmsted, Ohio, May 12-14. The workshop provided local treasurers with hands-on training on the responsibilities and reporting duties pertaining to their office, including direct receipts and Winstad forms. It also focused on completion of mandatory filings for Labor Management Reports, IRS Form 990 and Department of Labor requirements. Pictured, from left, are John Jancook (1965), Tony Horrow (1970), Adam Burke (1980), Brent Yuchan (8944), Gaetano Falcone (498), Brad Stanhope (1289), Jerold Palmer (1312), Trent Lishbom (258), Ricky Barber (5277), Vasi Tran (507), Penny Miller (1775), Araujo (7566), Jesse Beha (1386), David Pattillo (772), Brandley (11263), James Riley (6), Scott McAlexander (4860), Hilary Floyd (1973), Diane King (46) and Jair Torres (1138).

SMART Transportation Division has page on Facebook

The SMART and SMART TD News Facebook pages, which can be found by searching “Sheet Metal Air Rail and Transportation Workers” (or by going to facebook.com/smartunion) and “SMART Transportation Division News” in Facebook search box, are updated regularly by your union and feature news articles as well as other posts and pictures not always found on www.smartunion.org as well as elsewhere.
We win the war on labor by standing together

It is an honor to serve in office. For a union, however, it is even more special. In this organization, we are all workers, joining together for mutual support as we work to build a better future for our families.

I want to acknowledge Joseph Nigo for his hard and capable work. We will be diligent to continue his vision, by ensuring members are served by improving the responsiveness and efficiency of our union, while working to help position ourselves to take advantage of the opportunities ahead.

In this organization, we are all workers, joining together for mutual support as we work to build a better future for our families.

As a second generation sheet metal worker from Philadelphia, I know something about my hometown. The downturn of North Pole Regional Train 188 shocked and saddened all of us. Gary Masino, president and business manager of Sheet Metal Local 19, my home local, immediately called to convey the full support of Local 19’s membership and offered to aid any SMART TD members, family and staff who would be traveling to Philadelphia for the court’s gesture and actions that night, conveyed to his brothers and sisters in the SMART Transportation Division, echo the kind of solidarity and support structure we are building, now and into the future.

Sometimes we forget that, at its core, passenger and freight railroad is about safety — the safety of our fellow members and the well-being of the public that relies on our services. So far, we know that eight lives were lost and 200 others were injured. Twenty still remain hospitalized. Three of those injured are our own brothers and sisters from TD Local 1370 in New York City. All of our thoughts and prayers are with Akida Henry and Thomas O’Brien, as well as Emilio Fonseca who still remains hospitalized.

At a dark moment, the courage and self-sacrifice exemplified by our brothers and sisters on that train shined a light on the character of our members. In the frantic moments following the accident, they had the presence of mind to stop the train, assist injured passengers and their fellow crew members. These actions reflect the dedication and professionalism that reinforces my pride in serving as your general president.

We need continued focus on what we can do to protect a tragedy like this from occurring again. Our lives and safety matter. Congress mandated seven years ago that all passenger and freight rail implement Positive Train Control (PTC) technology in every cab. Each of the rail roads, as well as Amtrak, were given until December of this year to achieve full implementation. Unfortunately, some in Congress did not feel that passenger and crew safety was important enough to cut the budget.

A system like this, if it had been installed, would have prevented this tragedy from occurring. In the past 10 years, the National Transportation Safety Board investigated 16 railroad accidents that could have been prevented or mitigated with PTC. If an incident like this had occurred to a freight train carrying oil or another similar hazardous substance, the effect on any nearby community would have been even more calamitous. The safety of our crews, the traveling public and the communities our trains pass through is too important to be compromised by corporate lobbyists looking to save on PTC requirements for their railroad clients.

I am asking every SMART Sheet Metal and Transportation Division member to join in on lobbying your Congressmen and Senators on ensuring that PTC becomes the priority. Right now, Congress is considering a proposal to extend the 2015 deadline of PTC for all railroads to 2022. Go to your union’s website at smart-union.org, visit the Action Center tab at the top navigation bar and send a message to your congresspersons demanding the full implementation of Positive Train Control without any further delay.

Every single one of us, no matter what we do, deserves to come home safely to our families and loved ones. Every death and injury that could have been prevented is one too many.

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Bus Department
By Alyx Hughes, Alt. Vice President-Bus East

Working in a right-to-work state
Almost half of the United States are right to work states. ‘Right to work’ is a statute, or law that prevents union security agreements between labor unions and employers. These laws make it so an established union cannot require an employee’s membership, payment of union dues or fees as a condition of employment either before or after hiring.

The Taft-Hartley Act created a law for this provision. It supersedes, but continues most of the provisions of the National Labor Relations Board. In addition, it provides for an 80-day injunction against strikes that endanger public health and safety, and bans closed shops, secondary boycotts, jurisdictional strikes and certain other union practices. Since 2004, four states have become ‘Right-to-work’ states.

These laws represent challenges for unions to promote the welfare of their members and workers in general. Some of our bus locals operate under these laws, which can make our work more difficult, but not impossible.

Organizing and representing our current and new membership is a common goal that we all can share in our locals. We should organize on a regular basis. As an officer, organizing can be an asset to the local’s membership. Keeping organizing at the forefront of membership makes everyone a part of the team.

Representation is critical. Let’s know our agreements and be prompt with answers to membership questions. As members, let’s talk about the importance of your union, (what it provides, working conditions, safety and what has been done for you) by attending union meetings and union functions that the locals may have. Encourage your brothers and sisters to attend as well. And most importantly, ask questions.

Some locals have adopted new-employee orientations. This gives employees an on-the-job opportunity to meet their local representatives and for them to interpret the current collective bargaining agreement (CBA). Additionally, it gives representatives an opportunity to explain how the union works in an employee’s best interest.

Together, we are more powerful with greater membership engagement!

SMART General President’s Column
By Joseph Sellers Jr.

FAA and industry will study pilot fitness

The FAA is working with the commercial aviation and medical communities to study the emotional and mental health of U.S. commercial pilots.

The joint FAA and industry group known as the Commercial Aviation Safety Team (CAST) recommended the study based on the recent Malaysia Flight 370 and Germanwings Flight 9525 accidents.

The Pilot Fitness Aviation Rulemaking Committee (ARC) will provide the FAA with its final recommendations within six months. The group will include U.S. and international government and industry aviation experts, including a working group of medical professionals who specialize in aerospace medicine.

U.S. pilots undergo robust medical screening, but recent accidents in other parts of the world prompted the FAA to take a new look at the important issue of pilot fitness.

The ARC will examine issues including the awareness and reporting of emotional and mental health issues, the methods used to evaluate pilot emotional and mental health barriers and reporting such issues.

Based on the group’s recommendations, the FAA may consider changes to medical standards, pilot physicals, policies and procedures, pilot training and testing, training for Aerospace Medical Examiners, or potential actions that may be taken by professional, airline or union groups. The ARC’s meetings will not be open to the public.

Federal Aviation Regulations outline the medical requirements for pilots. U.S. airline pilots undergo a medical exam with an FAA-approved physician every six or 12 months depending on the pilot’s age.
PTC, two-person crews necessary after fatal Amtrak derailment

We are all aware of the recent incident that occurred on Amtrak Train 188 in Philadelphia. Three of our conductor Brothers and Sisters from Local 1370 in New York City and the engineer operating the locomotive had their lives forever changed by a tragedy that could have been prevented. Our thoughts and prayers go out to Akisha Henry, Thomas O’Brien, Emilio Fonseca and everyone who lost their lives or were injured in the May 12 derailment.

The accident is currently under investigation by the National Transportation Safety Board. Members of the SMART Transportation Division’s National Safety Team were dispatched to the site of the catastrophic derailment to assist in the investigation. Significant progress has been made in understanding how and why the accident occurred and that investigation is continuing. It is our policy to not comment on the outcome of an ongoing investigation and we will leave that discussion for a later date.

We are, however, compelled to comment on a number of issues raised in the national discussion after the accident. The installation of Positive Train Control (PTC) and its value in accident prevention has been placed front and center in the dialogue. While our Organization strongly supports the installation of PTC as a safety enhancement, we must comment that PTC is a safety overlay to the other measures that are necessary for a safe rail operation. PTC can be a valuable tool in ensuring safe and efficient operation of a train according to what is supposed to happen, but it is of little or no value in addressing issues that aren’t supposed to happen, i.e., pedestrian or vehicular intrusions into the right-of-way, broken or faulty rail or railroad, sudden incapacitation of the employee operating the train and other anomalies that will continue to occur with or without PTC. Some in the rail industry even claim that PTC will permit locomotives traveling at high speeds, routinely hauling hazardous mate- rials, to be safely operated by a single crew member. This claim is fiction. One need only look at the Chatsworth incident, Metro North and the tragic 2013 train wreck in Lac-Mégantic, where a train traveled an entire town in Quebec, so severe were the risks associated with operating trains with single-person crews.

The ongoing dialogue includes discussion of inward-facing cameras in locomotive cabs. While inward-facing cameras may be of benefit after an accident occurs, they will do nothing to prevent tragedies like the one we saw in Philadelphia. It is only natural to want to know every detail that occurs during an accident. However, locomotives already incorporate sophisticated event recorders that record the actions of train crews. The recorder measures speed, throttle, amperage, whistle and bell, application of the brakes, location, operation of head lights, ditch lights, etc. The data collected are routinely used by the NTSB and FRA to pinpoint the cause of accidents, and have already provided important information about this terrible incident. Inward-facing cameras add little additional information to that already available and in fact may be counter-productive due to the intrusive and unnecessary distraction caused by their use.

Many who promote the increased use of video surveillance in locomotives have good intentions, but rail transportation safety will continue to be impaired until Congress adopts a serious reform agenda that addresses crew staffing, work schedules and chronic fatigue. Focusing on implementation of technology that might make it easier to investigate accidents or monitor employee behavior merely diverts the conversation from meaningful safety reform. No one should believe that inward-facing cameras are the answer to the multiple safety challenges faced by the industry. There is no technology that can ever safely replace a second crewmember in the cab. The uncontrolled external environment in which trains operate along with regulatory and operational demands of a safe transportation service demand a crew of at least two fully trained and qualified employees in the control cab of every train. All such employees must be given a predictable work schedule with adequate time away from work to properly mitigate the chronic fatigue inherent in the industry.

Allowing discussion of inward-facing cameras and PTC to divert policy makers from addressing other much more meaningful rail safety reforms would be a mistake. Employees know the rail culprits that undermine rail safety include chronic fatigue, chaotic and unpredictable work schedules, trains being operated with a single crewmember in the locomotive cab – a situation that if not present would have prevented the Philadelphia accident – and delays in implementing life-saving measures such as predictable work schedules. No amount of PTC or surveillance cameras can make up for the lack of well-rested, properly-staffed operating crews.

It is time for Congress to get serious and advance legislation that will have a meaningful impact on the true safety issues in our industry. It is only through such action that we will reduce the occurrence of preventable rail accidents and save lives.

SMART Transportation Division President’s Column

By John Previsich

Three members (pictured) from the Ohio State Legislative Board attended the America Works PAC retreat weekend with Ohio Senator Sherrod Brown (D) held May 1-2, 2015, at the Hyatt Regency in Cleveland.

“We were able to meet and discuss many of the current issues affecting our members in Ohio and nationwide with the Senator and his staff that were there,” State Legislative Director Stan Gardner said. “H.R. 1763 – The Safe Freight Act, the current operating hours for OSHA for railroads and the different thresholds that airline crew members have, were but a couple of the topics that were brought to Sen. Brown’s attention.”

Ohio

Johnson met with Sen. John Edwards (D – Dist. 21) at a fundraising event for Edwards at Roaming, Va. “It’s important that SMART members contribute to campaigns for labor and railroad-friendly candidates such as Sen. John Edwards,” State Legislative Director Allen F. Johnson said. “Sen. Edwards helped us on rail crossing elimination and contract carrier issues (crew haulers such as PTD) relating to insurance and liability coverage and licensing.”

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Revealing the inside story of the recent Amtrak train derailment in Philadelphia, highlighting the importance of Positive Train Control (PTC) in accident prevention. Discussing the role of inward-facing cameras and emphasizing the need for comprehensive safety reforms.

Georgia
State Legislative Director and National Associate of State Legislative Directors Secretary Matt Campbell reports that the National Association of State Legislative Directors (NASLD) has made a $1,000 donation to retired North Carolina State Legislative Director and NASLD member Richard “Dickie” Westbrook.

“This money will help Brother Westbrook’s family with medical expenses once his insurance lifetime maximum coverage is reached,” Campbell said.

See more on Westbrook’s story on page 8.

Kansas

State Legislative Director Ty Drago attended the Canadian Industrial Railway safety conference as a presenter for the FRA’s Switching Operations Fatality Analysis (SCFA) working group.

“The importance of safety in today’s industrial railways has never been greater. The increase in volume, the demands of increased productivity and ever-changing rules and regulations all lead up to factors that put our members at risk,” Drago said. “Industrial hazards are the third largest SOFA category. It is imperative we form partnerships as a labor organization with management and regulators to ensure we have a seat at the table when discussing safety.”

“Much of the conference was used as an opportunity to show management both of large and small rail operations what having employee involvement looks like and why giving workers a voice in safety is not only the best practice, it is a productive practice.”

Nebraska

State Legislative Director Bob Borgeson reports that the Nebraska Legislature has sent Legislative Resolution 338, introduced by Sen. Al Davis (R – Dist. 43), to Acting FRA Administrator Sarah Feinberg and to each member of the Neb. Congressional delegation. The resolution urges Congress to adopt a rule on an appropriate train crew size (two person crews) to ensure public safety.

“The volume of freight transported by rail is particularly heavy through Nebraska. According to the Department of Transportation, the safety risks posed by such shipments could be reduced by requiring a train crew of at least two individuals whenever a train or light engine is used in connection with the movement of freight,” the resolution says.

Virginia

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Meeting workshops preview for Phoenix, Providence

Railway Labor Act

This workshop will delve into the evolution of the nation’s labor laws and regulations regarding railroad labor relations and the implications for the rail labor movement. The class will cover the key provisions of the Railway Labor Act, including procedures for resolving labor disputes, the role of the National Mediation Board in bargaining, and the rights of workers under federal labor law. Attendees will gain a comprehensive understanding of the legal framework that governs the relationship between railroads and their employees.

Whistleblower Protection for Rail Workers

This class will address the legal and ethical considerations surrounding whistleblowers in the rail industry. It will explore the importance of whistleblowers in protecting the public interest, the legal protections available under federal law, and the challenges whistleblowers may face in reporting violations of law or regulations. Participants will learn about the role of the Department of Labor’s Office of the Inspector General in enforcing whistleblower protection laws.

Bus Tours

Tours are scheduled to take participants to various locations in Phoenix and Providence, offering an immersive experience of the cities’ historical, cultural, and natural landscapes.

For more information or to register for the workshops, visit www.smart-union.org.
Moving? Keep Palmetto GBA in the loop

If you have moved, or are in the process of moving your Medicare and the Railroad Retirement Board (RRB). Having an old address on file will keep you from receiving payments, as well as claims information from your Medicare Summary Notices (MSNs). Your MSNs or payments cannot be forwarded through the U.S. Postal Service, even if you have a forwarding notice on file with them.

Unfortunately, the following actions would be taken if your address isn’t up-to-date:

- If an MSN is returned to Palmetto GBA by the postal service, it is undeliverable, and they do not have a better address from the postal service, they are required to mark your Medicare record “undeliverable.” At that point, they will not mail any MSNs or send any payments that are due directly to you until your address is updated.
- If Palmetto has a better address from the postal service, they still required to mark your record “undeliverable.” They will then send you a letter to the better address advising they received undeliverable mail for you. If that occurs, you will need to contact your customer service department to make the necessary update.
- They will not mail any MSNs or send any payments that are due directly to you until your address is updated.

You can avoid any delays by contacting them directly, either in writing or by telephone.

To contact them in writing, your letter must include the following information:

- Your name,
- Medicare number,
- Date of birth,
- Telephone number (including area code),
- New address,
- Your signature and the date you signed your letter.

In addition, Palmetto has created an easy-to-use interactive form on their website at www.PalmettoGBA.com/RRA to assist you. The form, called “Beneficiary Address Change Form,” can be found by accessing the ‘Resources’ section on the left-hand side of their webpage, and then selecting ‘Forms.’ Please keep in mind that if someone else is completing this form, they must include a copy of legal or court papers showing they can act on your behalf.

Just mail the form to Palmetto GBA at this address:
Palmetto GBA – Railroad Medicare
P.O. Box 10066, Augusta, GA 30902-1011
You can also fax the form to them at (803) 264-9844.

To contact Palmetto by phone, you can call their toll-free Beneficiary Customer Service Center at 800-813-4455, Monday through Friday, 8:30 a.m. until 7 p.m. ET. For the hearing impaired, call TTY/TDD at 877-566-3572.

When you update your address with Railroad Medicare, Palmetto will update the address with the Railroad Retirement Board for you.

Retired State Legislative Director Dickie Westbrook needs our help

Former North Carolina State Director Richard “Dickie” Westbrook has fallen on hard times and needs our help. Westbrook was diagnosed with glioblastoma, a very aggressive form of brain cancer, last May 2014. Westbrook is being treated at Duke Cancer Center.

Westbrook’s wife, Jamie, reports that their health insurance company contacted her to let her know that Richard is close to reaching his lifetime limit on his medical insurance. He has $61,000 left before the insurance company will cut off payments. Westbrook will be 65 in October of this year and will then qualify for Medicare.

A GoFundMe account has been established by Westbrook’s cousin, Andie Westcott King, to help the Westbrook’s bridge the gap between now and October.

King said, “He will easily max out his remaining insurance in no time.”

According to King, Jamie has reached out to the insurance company, SHIP (state health insurance assistance programs), Duke and other agencies. Thus far, she has been unable to find any way to extend his insurance coverage.

“Please look into your heart and help Dickie and Jamie to ease the burden and the stress they are bearing right now. Dealing with the cancer is challenging enough without having to worry about all the financial impacts,” King said. “Help them get to October. Give what you can. Every little bit will help.”

Those interested in donating can go to www.gofundme.com/4kq6s9 to make an online donation or checks can be mailed directly to the Westbrook’s at 204 Forest Manor Drive, Garner, North Carolina 27529.

Mother of former NLD James Stem passed away April 27

Josephine Mae Carlette Stem, 106, the mother of retired former National Legislative Director James Stem, died April 27.

Stem said his mother was at peace and not in pain at the time of her death.

Mrs. Stem was born Oct. 18, 1908, in the Bricefield Parish of Granville County, North Carolina. After graduating from Wilton High School, she earned her teaching degree from East Carolina Teachers’ College.

Following the Great Depression, she taught third grade students for eight years at Wilton School. She married James Stem Sr. in 1944.

She was a charter member of Temple Baptist Church in Raleigh, N.C., and a teacher in the four-year-olds Sunday School program there for 40 years. In the 1960s, she taught kindergarten at Temple Baptist Church.

She joined the First Baptist Church in Raleigh in 1994, where she was an active participant in the Livingston Johnson Bible Class.

After moving to Winston-Salem in 2001, Mrs. Stem was warmly embraced by the members of West Side Baptist Church and First Baptist Church.

Throughout her life she was devoted to her family and friends. She enjoyed watching Atlanta Braves baseball games and University of North Carolina Tar Heels basketball games.

She was an active member of the UTU Auxiliary until entering a retirement home in 2001.

She was preceded in death by her husband, James Stem Sr.; her brothers, James L. Carlette and Garland L. Carlette and his wife, Carol; her sister, Mary Kathleen Carlette Nethery and her husband Marion; her granddaughter, Dr. Michelle Stem Cook; and her nephew and niece, James L. Carlette Jr. and Elaine Carlette Key.

Surviving her are her two children, Mary Nell Harris and her husband Artrett, and James A. Stem Jr. and his wife Bonnie, four grandchildren, eight great-grandchildren, and many other beloved family members and friends.

Memorials may be made to First Baptist Church, 99 N. Salisbury St., Raleigh, NC 27603, to First Baptist Church Television Ministry, 501 W. Fifth St., Winston-Salem, N.C. 27101, to Hospice Care Center, 101 Hospice Ln., Winston-Salem, NC 27103, or to a favorite charity of one’s choice.

THE FINAL CALL

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

<table>
<thead>
<tr>
<th>Local Name</th>
<th>City/State</th>
<th>Local Name</th>
<th>City/State</th>
<th>Local Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>198 Gilbert, Gerald E.</td>
<td>Peoria, Ill.</td>
<td>361 Simmons, Herbert G.</td>
<td>Elkton, W.Va.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>207 Collier, Denver, Colo.</td>
<td>730 Wade, Clarence A.</td>
<td>Three Forks, Mont.</td>
<td>756 Riley Jr., Hardy L.</td>
<td>San Antonio, Texas</td>
<td></td>
</tr>
<tr>
<td>259 Foster, Henry R.</td>
<td>St. Joseph, Mo.</td>
<td>860 Scott, Alan L.</td>
<td>Gallipolis, Ohio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>318 Snyder, George R.</td>
<td>Northumberland, Pa.</td>
<td>924 Fitch, Walter W.</td>
<td>Madisonville, Ky.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>329 Cupples, James H.</td>
<td>Jackson, Tenn.</td>
<td>952 Olive, Murray W.</td>
<td>Guys, Tenn.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>376 Clymer, Dale L.</td>
<td>Independence, Ohio</td>
<td>991 Spreitje Jr., Willard B.</td>
<td>Colubaniana, Ohio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>615 Higbee III, Robert B.</td>
<td>Mechanicville, Va.</td>
<td>1075 Hedges, Jon A.</td>
<td>Toledo, Ohio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>622 Davis Jr., Rexford F.</td>
<td>Birmingham, Ala.</td>
<td>1370 Spiewak, Alfred H.</td>
<td>Brick, N.J.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>626 Hentton, Gramey E.</td>
<td>McCook, Neb.</td>
<td>1379 Pokurich, Richard J.</td>
<td>Mount Pleasant, S.C.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1386 Winemgardner, Carl T.</td>
<td>Heath, Ohio</td>
<td>1545 Griffin, Steve G.</td>
<td>Jacksonville, Ark.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1548 Robbins, William F.</td>
<td>Inglewood, Ind.</td>
<td>1614 Acciarri, Perry J.</td>
<td>St. Paul, Minn.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1790 Pope, Howard E.</td>
<td>Ocala, Fla.</td>
<td>1962 Ephesians, O.B.</td>
<td>Garden City, N.Y.</td>
<td></td>
<td></td>
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<tr>
<td>1962 Farmakes, William J.</td>
<td>Superior, Wis.</td>
<td>1962 Hudler, Robert D.</td>
<td>Powell, Ohio</td>
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<tr>
<td>1962 Lloyd, Charles J.</td>
<td>Milburn, Ohio</td>
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</table>
Accidents happen. Without proper insurance, they are costly. UTUIA Accident Indemnity Insurance can help.

Protect yourself and your family from accidents, on and off the job, for less than $1 per day

UTUIA’s accident indemnity plan provides you with money when you need it most: when you’ve had an accident and cannot work. It helped Local 627 Chairperson John Foote. While being transported in a car while in an instant. His deployed airbag and seat belt did not save his life, but the policy covered required ongoing medical attention. His UTUIA Accident Indemnity policy saved him from many of those ensuing medical expenses.

Benefits are paid for emergency treatment, hospital confinement, exams, physical therapy, ambulance service and more. Use the money for whatever you want: mortgage payments, car payments or medical expenses. The choice is yours.

The UTUIA offers two levels of benefits; you choose the level of protection you and your family desire.

- Benefits are paid directly to you.
- Benefits are paid at full value, regardless of any other insurance.
- Benefits will never be reduced.
- Your premium does not increase with age.
- You will never be singled out for a rate increase.
- Guaranteed renewable to age 80.
- No physical required.

Certain conditions and exemptions may apply.

Call or email today: (800) 556-8842 or sales@utuia.org

Information, please

<table>
<thead>
<tr>
<th>Field name</th>
<th>Date of birth</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
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<td>State</td>
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<td></td>
<td>Sex</td>
<td>ZIP</td>
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<tr>
<td>Telephone number</td>
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Complete and mail to: UTUIA, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333

Local Chairperson Patrick Folsom snags gators and more

In the swamplands of southern Georgia, near the town of Quitman, a descendant of the dinosaurs still roams the earth in search of its next meal. With a voracious carnivorous appetite, this reptile has been able to thrive the last two hundred million years by stealth and cunning. Its name is Alligator mississippiensis, the American alligator.

Many southern Georgians know the prudence of keeping a safe distance from these creatures. They want nothing to do with this modern-day T-Rex. Not so for SMART TD Local Chairperson and NS engineer Patrick Folsom (L. 1263) of Quitman, Ga. He never passes up the chance to snag a gator.

Gator snaring is a sport that is not for the faint-of-heart, but Brother Folsom is fearless. He is an avid alligator snapper and he has been doing it most of his life. The self-described, “country boy from south Georgia” owns a 500-acre property that has been in his family for over four generations. On this property, he keeps about 100 head of cattle, which are descendants from the same herd that his grandfather purchased back in the 1940s.

On Folsom’s property there is a 40-acre lake adjacent to a 200-acre swamp. In this swamp there are many hungry gators that are aware of their cattle. Occasionally, a naive calf will stray a bit too close to the water’s edge in search of a drink, unaware that it is about to become the next meal of a 10-foot-long gator. Suddenly, it finds itself clamped in the gator’s jaws and drowning under water. It is all over very quickly though.

According to Folsom, “The alligator doesn’t eat his prey immediately. Instead, the gator drags it to an underwater cache and lets it ferment for a couple days. It likes the meat to decay and sink before eating it. When it’s hungry later, it returns to its stash and chows down.”

“My grandfather was an expert alligator snapper and I learned everything I know from him. He told me many times that, during the great depression, he was able to supplement his income and diet by catching gators, eating them and selling the leftover hides to leather craftsmen. Nothing went to waste. But the key to catching them is knowing how to successfully lure them to you by mimicking the cry of a baby alligator in distress. If done right, it works every time and my grandpa passed this talent to me.”

After obtaining all of the proper permits, Brother Folsom is ready to haul in his next live alligator. He explains, “What I do is go out on a dark, calm night in my 12-foot johnny boat. I bring plenty of rope, duct tape and my three-pronged snatch hooks. When the boat is nice and still and everything is quiet, I make my baby alligator distress call that my grand daddy taught me.

Within a few minutes the gators appear but they stay back about 20 feet just watching me. I make that sound again and they creep a little closer. When they think they are close enough I toss out my snatch hook that is connected to my rope.

If I am lucky, I am able to hook onto the gator. Immediately, the gator pulls as hard as he can and I just hold on. After about 45 minutes or so of the gator pulling my boat around, he tires himself out. Then I am able to lash a rope around his body and around his snout and pull it tight so his mouth stays shut. Then I bind his mouth closed with duct tape. My buddies and I pull him up onto shore and we suddenly have ourselves a live alligator.”

“Not for the faint-of-heart,” indeed. General Chairperson Mark H. Cook (GCA 898 Norfolk Southern) asserts, “When my local chairpersons are not wresting with the carriers, they wrestle gators.” The SMART TD chairpersons are highly competent and fearless. So, if an inexperienced member strays too close to the carrier’s attention, unaware that he/she is about to become the next meal, fear not. Folsom and Cook will expertly and expertly snag that gator in short order, despite its voraciously and carnivorous appetite and despite its stealth and cunning.
Sellers, McClees sworn in as General President, General S&T
Continued from page 1

After his time as a production worker in the sign industry, McClees became a building trade apprentice in 1970. He then became a journeyman four years later. In 1979, he became an instructor for the local JATC, where he taught evening classes for 20 years.

In 1994 he was elected to serve as a business representative for Local 206. In addition to his duties as business representative, McClees was appointed to serve as training coordinator in 1996. He served in both roles until 2000 when the members of Local 206 elected him as the Local 206 business manager/financial secretary-treasurer, and he served as president of the San Diego County Building and Construction Trades Council, executive board member of both the Western States Council of Sheet Metal Workers and the San Diego AFL-CIO and trustee on health and pension trust funds.

McClees came to the International in 2004 when he was selected to serve in the position of chief international representative. In 2006, he was appointed to serve as assistant to the general president/chief of staff where he oversaw a large segment of the day-to-day operations of the International. In addition, McClees currently serves as a member of the Local Unions and Councils Pension Trust, a trustee of the National Pension Fund, administrator of the Sheet Metal Workers Scholarship Fund as well as a trustee and member of numerous other national funds and committees.

Rep. Norcross introduces bill to improve rail safety
Continued from page 1

report also gave us a roadmap for how to improve the safety of shipping hazardous materials by rail—and this bill turns those recommendations into action,” said Sen. Menendez, who introduced the companion bill in the Senate. “No legislation can change the events of that day, or fully bring back peace of mind to the residents of Paulsboro, but I hope this legislation can be one step towards

Righting the wrongs that occurred and to forcing the railroads that operate in our communities to put public safety at the forefront.”

The TRACK Act will:

• Create strong penalties for railroads that violate safety standards, to ensure that safety lapses aren’t viewed as an acceptable cost of doing business;

• Require up-to-date, accurate and standardized hazardous materials information to better support first responders and emergency management officials;

• Establish new safety procedures and qualifications to improve moveable bridge crossing safety;

• Improve risk assessment and decision-making tools for railroads to ensure that safety is always the top priority; and

• Enhance public education along rail routes that carry hazardous materials to ensure communities are prepared to respond in the event of an emergency.

SMART Transportation Division 2015 budget

Pursuant to Article 21B, Section 16, of the SMART Constitution, below is the 2015 budget for the SMART Transportation Division.

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Unaudited</td>
<td>Audited</td>
<td>REVISED</td>
<td>other additions</td>
<td>and other deductions</td>
<td>(projected)</td>
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<tr>
<td>General Fund</td>
<td>$7,397,588</td>
<td>$7,322,620</td>
<td>$3,242,620</td>
<td>$37,251,622</td>
<td>($7,363,834)</td>
<td>$2,890,408</td>
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<tr>
<td>Education and Training Fund</td>
<td>2,480,683</td>
<td>17,762</td>
<td>2,498,445</td>
<td>900,435</td>
<td>(1,161,053)</td>
<td>2,297,827</td>
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<tr>
<td>Maintenance of Membership Fund</td>
<td>(722,388)</td>
<td>(36,504)</td>
<td>1,545,189</td>
<td>1,545,189</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Public Relations Fund</td>
<td>(358,355)</td>
<td>(15,130)</td>
<td>-</td>
<td>664,886</td>
<td>(664,886)</td>
<td>-</td>
</tr>
<tr>
<td>Strike Fund</td>
<td>5,114,876</td>
<td>40</td>
<td>5,114,916</td>
<td>532,202</td>
<td>-</td>
<td>5,647,118</td>
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<tr>
<td>Convention Fund</td>
<td>886,462</td>
<td>(1,220,964)</td>
<td>(534,502)</td>
<td>1,420,874</td>
<td>-</td>
<td>886,372</td>
</tr>
<tr>
<td>Total International funds</td>
<td>$14,598,886</td>
<td>($4,277,947)</td>
<td>$10,321,479</td>
<td>$42,375,190</td>
<td>($40,974,944)</td>
<td>$11,721,725</td>
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</tbody>
</table>

United Transportation Union Insurance Association

December 31, 2014; (Amounts as reported in annual statement filing to Ohio Department of Insurance (unaudited))

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

**Assets**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Cash</td>
<td>$3,987,821</td>
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<tr>
<td>Bonds</td>
<td>196,151,602</td>
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<tr>
<td>Stock</td>
<td>17,401,965</td>
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<tr>
<td>Other invested assets</td>
<td>-</td>
</tr>
<tr>
<td>Real estate</td>
<td>1,603,932</td>
</tr>
<tr>
<td>Policy loans</td>
<td>6,086,977</td>
</tr>
<tr>
<td>Accrued interest &amp; other assets</td>
<td>2,383,182</td>
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<tr>
<td><strong>Total assets</strong></td>
<td><strong>$227,594,939</strong></td>
</tr>
</tbody>
</table>

**Liabilities & surplus**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy reserves</td>
<td>$174,674,742</td>
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<tr>
<td>Other liabilities</td>
<td>10,476,737</td>
</tr>
<tr>
<td><strong>Total liabilities</strong></td>
<td><strong>$185,151,479</strong></td>
</tr>
<tr>
<td>Surplus</td>
<td>42,443,460</td>
</tr>
<tr>
<td><strong>Total liabilities &amp; surplus</strong></td>
<td><strong>$227,594,939</strong></td>
</tr>
</tbody>
</table>

**Summary of operations**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income</td>
<td>-</td>
</tr>
<tr>
<td>Premium income</td>
<td>$15,749,289</td>
</tr>
<tr>
<td>Investment income &amp; other</td>
<td>10,779,080</td>
</tr>
<tr>
<td><strong>Total income</strong></td>
<td><strong>$26,528,379</strong></td>
</tr>
<tr>
<td>Expenses</td>
<td>-</td>
</tr>
<tr>
<td>Benefits</td>
<td>($15,629,213)</td>
</tr>
<tr>
<td>General expenses</td>
<td>(8,086,420)</td>
</tr>
<tr>
<td><strong>Total expenses</strong></td>
<td>(<strong>$23,715,633</strong>)</td>
</tr>
<tr>
<td>Operating gain (loss)</td>
<td>$2,812,746</td>
</tr>
<tr>
<td>Realized capital gain</td>
<td>2,239,628</td>
</tr>
<tr>
<td>Net gain (loss)</td>
<td>$5,052,374</td>
</tr>
</tbody>
</table>

DISTRICT 1: Connecticut, Maine, Massachusetts, New Hampshire, New York, Rhode Island, Vermont

DISTRICT 2: Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania
Margaret H. Esposito, daughter of Thomas M. Esposito of Local 1413, Jersey City, N.J.; Danielle Lagmann, daughter of Troy W. Larmann of Local 60, Newark, N.J.; Julia C. Duncan, granddaughter of Earl M. Duncan of Local 1373, Philadelphia, Pa.; Andrew C. Hohlenstein, son of Charles Hohlenstein of Local 60, Newark, N.J.

DISTRICT 3: Alabama, Florida, Georgia, Kentucky, Missis- sippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia
Rachel C. Boyd, daughter of Calvin T. Boyd Jr. of Local 783, Spencer, N.C.; Abigail B. Har- well, granddaughter of Charles H. Branton of Local 1033, Atlanta, Ga.; Thomas P. Ghilson, son of Tommy P. Ghilson of Local 573, Danville, Ky.; Trent M. Ware, grandson of John H. Ware of Local 1245, Atlanta, Ga.; Tristan Hiltburn, grandson of Malcolm D. Pevey of Local 762, Montgomery, Ala.; Kelsi M. John- ston, granddaughter of Ollie L. Caines of Local 1105, Wilmington, N.C.; Savannah G. Ser- gent, granddaughter of Ronnie K. Oplinger of Local 1315, Covington, Ky.; Kaylee Bratcher, granddaughter of Joel O. Scoggins of Local 970, Abbeville, S.C.

DISTRICT 4: Indiana, Michigan, Ohio
Benjamin M. Chambers, step-son of Gregory F. Hale of Local 194, Elkhart, Ind.; Madison D. Shake, granddaughter of Clyde C. Shake of Local 1518, Indianapolis, Ind.; Seth A. Bosa, grandson of Joseph A. Bosa of Local of April 1928, To- do, Ohio; Elizabeth C. Spence, granddaughter of Dennis J. Schuler of Local 284, Cleveland, Ohio; Hailey M. Gibson, daughter of Jerry L. Gibson of Local 33’s Grand Rapids, Mich.

DISTRICT 5: Illinois, Wisconsin

DISTRICT 6: Arkansas, Louisiana, Oklahoma, Texas

DISTRICT 7: Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota

DISTRICT 8: Arizona, California, Colorado, Nevada, New Mexico, Utah

Sydney A. Heuvelman, granddaughter of Charles F. Bice of Local 446, Cheyenne, Wyo.; Katherine L. Heron, daughter of Matthew T. Webb of Local 324, Seattle, Wash.

SMART attends Norfolk Southern Safety Expo

On March 17, 2015 SMART Sheet Metal General Chairperson Joe Friley attended the Norfolk Southern Safety Expo in Atlanta, Ga. The expo participated with the Mechanical Department’s bi-annual meet- ing. Assisting with the Expo, was Local 267 (Chat- tanooga) member Thomas Green. Green has taken an active role in safety with Norfolk Southern and assisted in setting up and working the booths at the expo.

“Being actively involved in safety is not only important to me, but also to our local and our organi- zation,” Thomas said. “The unions are built on ensuring a safe work environment for its members and I am proud to be part of that team.”

Employees are invited to take part in the Expo, which is an annual event that promotes safety and recognizes employees and facilities for their safety ini- tiatives.

SMART offices

Bus Representative visits SMART offices

SMART SDG General Chairperson Joe Friley (right) stands with SMART SDG Local 267 member Tom Green at the NS Safety Expo Mar. 17.

University of Tennessee shuttle operators seal deal

The campus shuttle operators for the University of Tennessee’s transpor- tation service unani- mously ratified their first agreement with their employer in May, choosing SMART representation last year, Alternate Vice President – Bus Alvy Hudgins reports.

The members of newly formed Local 1703 at Knoxville, Tenn., are employees of Y. Fret Tranz- sit, Inc., based in Cincin- nati, Ohio.

The three-year agreement is retroactive to June 1, 2014. It consists of improved work sales, a 40K retirement savings plan, additional vaca- tion allowances based on seniority, increased company contributions to the employees’ com- prehensive group health insurance coverage, a personal day, sick time off, and an increasing scale of wages through the term of agreement, Hughes said. It also establishes a labor man- agement committee providing a forum for discussion on work-related issues that may affect the workforce.

“I thank General Chair- person Heath Harper and Vice General Chairperson Tony Schar, employees for their hard work, leadership and commitment to the bargaining process to get this agreement approved,” Hughes said.

The operators transport students, faculty and staff throughout the 530-acre campus located in Knoxville, Tenn., and provides rides to more than $14,000 passengers per year.

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 in a letter or send in an email message, and we’ll do the rest. You can reach the SMART Transportation Division Public Relations Department by telephone at (216) 228-9400 or by email at news.TD@smart-union.org. Information can also be sent by mail to SMART Transportation Division, SMART TD News, 2450 Country Club Blvd, Ste. 340, North Olmsted, OH 44070-5333.
DOT issues final rule for transporting flammable liquids

U.S. Transportation Secretary Anthony Foxx announced a final rule for the safe transportation of flammable liquids by rail. The final rule, developed by the Pipeline and Hazardous Materials Safety Administration (PHMSA) and Federal Railroad Administration (FRA), in coordination with Canada, focuses on safety improvements that are designed to prevent accidents, mitigate consequences in the event of an accident, and support emergency response.

The Rule:
- Unveils a new, enhanced tank car standard and an aggressive, risk-based retrofitting schedule for older tank cars carrying crude oil and ethanol.
- Requires a new braking standard for certain trains that will offer a superior level of safety by potentially reducing the severity of an accident, and the "pile-up effect."
- Designates new operational protocols for trains transporting large volumes of flammable liquids, such as routing requirements, speed restrictions and information for local government agencies; and
- Provides new maintenance and testing requirements to improve classification of energy products placed into transport.

Canada’s Minister of Transport, Lisa Raitt, joined Secretary Foxx to announce Canada’s new tank car standards, which align with the U.S. standard.

"Safety has been our top priority at every step in the process for finalizing this rule, which is a significant improvement over the current regulations and requirements and will make transporting flammable liquids safer," said U.S. Transportation Secretary Anthony Foxx. “Our close collaboration with Canada on new tank car standards is recognition that the trains moving unprecedented amounts of crude by rail are not U.S. or Canadian tank cars—they are part of a North American fleet and a shared safety challenge."

“This stronger, safer, more robust tank car will protect communities on both sides of our shared border,” said Minister Raitt. “Through strong collaboration we have developed a harmonized solution for North America’s tank car fleet. I am hopeful that this kind of cooperation will be a model for future Canada-U.S. partnership on transportation issues.”

Other federal agencies are also working to make transporting flammable liquids safer. The Department of Energy (DOE) recently developed an initiative designed to research and characterize tight and conventional crude oils based on key chemical and physical properties, and to identify properties that may contribute to increased likelihood and/or severity of combustion events that can arise during handling and transport.

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