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

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

Two-person crew comment period extended

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A notice will appear in the Federal Register announcing when the hearing will occur. It's a testament to Don's hard work," Guy said. "The ground work that Don accomplished served as a backdrop for the resolution. We owe a big thank you to Don and his colleagues on the Board.

"The overwhelming support for the resolution is a testament to Don's hard work," Guy said. "When I briefed Don on the pending rule he immediately saw the potential negative implications for his community should rail carriers be allowed to operate trains with a lone crew member. He was more than happy to introduce and shepherd through the supportive resolution."

"The ground work that Don accomplished really showed when I addressed the Board at their meeting last week. After explaining what the proposed rule would do the Board passed the resolution unanimously," Guy said. That local support should weigh heavily on FRA when they consider all comments received in regards to the proposed rule. It’s a testament to Don's hard work," Guy said. "The ground work that Don accomplished really showed when I addressed the Board at their meeting last week. After explaining what the proposed rule would do the Board passed the resolution unanimously," Guy said. That local support should weigh heavily on FRA when they consider all comments received in regards to the proposed rule.

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Local 240, Los Angeles

Local Chairperson Harry Garvin reported that the 15th annual FCS/SMART TD Rail Golf Classic was held May 16 at the Sierra Lakes Golf Course in Fontana, Calif. Garvin also reported that conductor Albert E. Alvarez Jr., Conductor Thomas D. Roggero and Conductor Robert L. Sertich recently retired. Alvarez retired from Union Pacific with 38 years of service Dec. 15, 2015. Roggero retired from UP after 40 years of service March 1. Sertich retired from UP after 44 years of service March 13.

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

Local 303, Springfield, Mo.

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

Local 303 and Sheet Metal Local 38 co-hosted a booth and hospitality room at the Greene County Democratic Central Committee’s Jackson Day 2016 celebration in Springfield, Mo., April 8-9, 2016, reported Local Legislative Representative Jeff Nichols. The booth had literature on right-to-work, two-person crew legislation, grade crossing safety, safety around train tracks and how to contact legislative representatives. Sheet Metal Local 36 Business Representative Jim Tyson and Marketing Director Brent Russell provided the food for the hospitality room. Local 303 supplied side dishes. Nichols reported that approximately 400 people attended the event.

Local 898, Boston

Local 898 bought lunch and drinks for IBEW Local 2222 Ver- lon Workers who were on strike in Boston, reported Local Treasurer Frank Teague. Pictured in front are Local Trustee Tyrone Staley (blue shirt and black hat) and Teague (black uniform) with the strikers. “It’s important to stand behind and show support for union workers on strike,” Teague said.

Local 1402, Dupo, Ill.

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

Local 1440, Staten Island, N.Y.

“Local 1440 would like to acknowledge the anniversary of the passing of Locomotive Engineer Carmen Diaz. Carmen had been employed with the MTA Staten Island Rail- way for nine years. She started her career as a conductor and was promoted to the position of locomotive engineer shortly after,” Local S&T Vincent LaBella said.

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

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

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

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

Local 1504, Sanford, Fla.

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

Local 1701, Montebello, Calif.

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

“Contestants took on the challenge of maneuvering 40-foot buses through the Roadie course,” Pate said.

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

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

Local 1701 Bus Roadies participants included (from left): Israel Contreras, Ceronio Horta, Jose Somoza, Javier Morales, Rosa Barrera, Local Legislative Representative Martin Solano, Jesus Garcia, Anthony Basora, Leon, Ricardo Ibarra and Fabian Patino.

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

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

Progressive Railroading will present Ga. State Legislative Director Matt Campbell (Local 1031 at Savannah, Ga.) as a well-known throughout our membership for his involvement in numerous union causes, which have been recognized outside the TD, as Progressive Railroading magazine recently named Campbell one of the railroad industry’s “Rising Stars” of 2016.

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

SMART TD Alternate National Legislative Director Greg Hynes, who nominat- ed Campbell, underscored what makes this honor even more poignant for rail- road unions. “Matt is the first person to come from labor to receive this honor,” Hynes said.

Progressive Railroading readers submit- ted nearly 140 nominations. Nominees included corporate and union employees from all areas within the rail industry, including: Class I, passenger railroads, regionals, short lines, transit, govern- ment, academia, and engineering and supplier companies.

This years’ designated honorees were chosen based upon their career achieve- ments, contributions to the railroad industry, professional association activi- ty, involvement in the community and on their demonstrated leadership qualities.

Campbell, along with 19 other Rising Stars, will be recognized in a special sec- tion in the September issue of Progressive Railroading magazine, and at an awards dinner to be held at the Omni William Penn Hotel in Pittsburgh. The awards dinner is slated to be held in conjunction with the American Associa- tion of Railroad Superintendents’ annual meeting.

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

Congratulations to Brother Campbell whose work, leadership and commitment serves to advance the mission of SMART TD.
California Northern Railroad employees reach new agreement

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

The Agreement provides for six annual wage increases effective to January 1, 2014, with the final wage increase to be effective April 1, 2019, totaling 20 percent over the life of the agreement. Members will also receive increased training pay, percent matching 401k up to 4 percent of pay with no maximum.

Turner, who assisted with the negotiations, explained that CFNR agreed to a new six-year agreement. He stated that the CFNR operators and trainmen employed by Trona Railway Company filed a new six-year agreement with significant improvements in wages and working conditions. This is an agreement that our members can be proud of,” said SMART TD Vice President Doyle Turner.

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

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

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

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

“They put forth an exceptional effort in bringing the members’ concerns to the bargaining table and negotiating an agreement with significant improvements in wages and working conditions. This is an agreement that our members can be proud of,” said SMART TD Vice President Doyle Turner. “At this time our organization is in a fight across the country to maintain two-person crew consist agreements; however, on this property we were able to keep the full crew consist agreement (engineer, conductor and brakeman) on every train.”

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

Two-person crew law passes

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

“Noting how my work and home life was suffering, I went to a sleep specialist. The doctor diagnosed me as suffering from the effects of sleep disorders. I was having a hard time sleeping, and it was interfering, I went to a sleep specialist. The doctor determined that the railway require all employees and managers to work even longer hours that were counter to my circadian rhythm. Eventually, I began to make mistakes at work and my personal life - potentially dangerous ones.”

Rail workers: deadly tired...but still working

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

The rail business is an industry full of tired, stressed workers. It is an epidemic. I know this first-hand because, before coming to the NTSB as Chief of the Railroad Division, I managed rail yards.

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

One accident, in particular, involving a freight train perhaps best highlights the danger the NTSB is attempting to eradicate. In April 2011, an eastbound BNSF Railway (BNSF) coal train traveling about 23 mph, collided with the rear end of a standing BNSF maintenance-of-way equipment train near Red Oak, Iowa. The collision resulted in the derailment of two locomotives and 12 cars. The lead locomotive’s modular crew cab was detached, providing no protection in a subsequent diesel fuel fire. Both crewmembers on the striking train were fatally injured.

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

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

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

Recently, we investigated an accident in New York where a Metro North Railroad locomotive...
Support candidates that ensure the rights and power of organized Labor.

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

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

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

In Senate and House contests, or for the Presidency, the fall campaign push is when we will show the true strength of our united union. Our 208,000 families can make a visible difference that’s clear to those we support.

Aviation Department News

News affecting our aviation membership

Great Lakes sets date to begin Salina, Kan. flights

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

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

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

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

TSA Fairness Act passed House, goes to Senate

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

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

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

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

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

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

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

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

This year, and particularly this time of year, two things are truly universal: summer time and movement. We all need to work this fall to those who created and built America’s labor movement.

Like the 40-hour week and the weekend itself, vacation time is just one of the many benefits that were gained by the hard work of those who created America’s labor movement. We all need to work this fall to make a visible difference that’s clear to those we support.

Outreach to our political candidates has never been more important. The 2016 election will be the most important election in our lifetime. The candidates who will actually get things done are in our crosshairs. We need to make our voices heard loud and clear.

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

In Senate and House contests, or for the Presidency, the fall campaign push is when we will show the true strength of our united union. Our 208,000 families can make a visible difference that’s clear to those we support.

Aviation Department News

Bus Department News

A message from your bus department leadership

Dear Bus Members,

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

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

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

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

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

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

Remember to always remain vigilant and to return home safely.

In Solidarity,

Calvin Studvant
Vice President - Bus
cstudvant@smart-union.org
973-800-7995
Dear members of the SMART Transportation Division,

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

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

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

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

Additionally, based on the positive feedback received from our 2015 meetings in connection with our enhanced focus on education and training, this year’s meetings will incorporate a voluntary certificate program in recognition of a member’s attendance in the various workshops. Those who are interested in qualifying for a certificate will record their attendance and will receive a certificate based on the number of eligible workshops attended.

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

For all members, the 2016 Regional Meetings are a great opportunity to learn about what’s new in our industry; to participate in leadership training; to gain insight into rail, air and bus regulatory and legislative changes; and to renew old friendships and cultivate new ones. This summer is also a critical time in our nation’s history, as the direction of our nation—and the strength of our unions—will be impacted by the outcome of the upcoming November elections.

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

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

Fraternally,

John Previsich
President, SMART Transportation Division

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

Find us on social media!
Find us on Facebook here: www.facebook.com/SMART-TransportationDivision/
Find us on LinkedIn by searching “SMART Transportation Division”

State Watch

News from SMART TD State Legislative Boards

Arizona

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

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

By the end of the evening, the board was able to get five members of Congress to co-sponsor the bill, State Legislative Director Bob Borgeson reported that the Nebraska Legislative Board had its reorganization meeting in April. The Board also enjoyed a presentation from Operation Lifesaver Representative Carol Daley.

Kentucky

With four Statehouse seats up for grab, two Democrat and two Republican, Kentucky SMART TD members and AFL-CIO members rallied to maintain the Democrat seats up for reelection in the state. If the State lost a majority, then Right-to-Work was expected to pass and signed into law by Tea Party representatives from the DLC and many others.

Jeff Darling reported that a meeting was held for UTU PAC where 14 members pledged to contribute to the Dollar-a-Day Club; one member increased their PAC contribution to the Diamond Club; and, SLD Gardner increased his contribution from the Platinum Club to the President’s Circle.

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

Nebraska

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

Ohio

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

The Ohio State Legislative Board held its first re-organization meeting in 16 years March 22-24, 2016, reported State Legislative Director (SLD) Stu Gardner. Twenty board members and two alternate legislative representatives were in attendance at the meetings. Newly elected to the Board is Jeff Darling (Local 1376 President) as board secretary. Darling reported that a meeting was held for UTU PAC where 14 members pledged to contribute to the Dollar-a-Day Club; one candidate also reported that she campaigned for the Day-Labor PAC and I hope to see you in San Francisco or Chicago.

Washington D.C.

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

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

www.smart-union.org • www.smart-union.org/td • www.utuia.org
Two tours booked in San Francisco, Chicago

SMART Transportation Division has arranged tours for its regional meetings in both San Francisco and Chicago regional meetings.

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

San Francisco

San Francisco Highlights Tour - Sunday, July 24
You’ll be transported by motor coach around the city, stopping at points of interest. You’ll end up at Fish Pier on the waterfront to enjoy lunch at Swiss Loco.

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

Chicago

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

Architectural River Cruise - Monday, July 25
A river boat, complete with an expert guide, will escort the tour along the Chicago River. Enjoy a gourmet lunch box during the tour.

Tour fees are $35 per person for each registered attendee or guest, or $35 per person for each unregistered attendee or guest. Go to the meeting page on utua.org for more information.

Theme nights announced!

San Francisco

Enjoy an evening out at AT&T Ballpark as the San Francisco Giants take on the Colorado Rockies. Thursday, July 3. Enjoy dinner complete with a jazz band. To reserve a car, contact Avis at (800) 331-1600 and use SMART’s Avis Worldwide Discount (AWD) number D150699.

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

Discounts at airports

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Discounts at airports

To reserve a car, contact Avis at (800) 331-1600 and use SMART’s Avis Worldwide Discount (AWD) number D150699.
You have the power to prevent identity theft

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

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

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

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

Legitimate financial institutions, businesses, governmental agencies and you do not need to provide your account number or your identity was not stolen by a computer “hacker.”

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

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


Traveling abroad and your healthcare coverage

If you are planning a trip outside of the United States and its territories, it’s important not to assume you can take your Medicare coverage with you. Unfortunately, most of Medicare’s payments for emergency and/or non-emergency services cease once you are beyond the U.S. borders, which include the 50 states, District of Columbia, Puerto Rico, U.S. Virgin Islands, Guam, American Samoa, the Northern Mariana Islands and some territorial waters adjacent to these areas.

When Medicare won’t pay:

- Medicare won’t pay for any services related to a foreign hospital stay if the hospital stay is not covered by Medicare (this includes ambulance services).
- Medicare won’t pay for foreign ambulance transports or physician services after your foreign hospital stay is over (even if Medicare pays for the inpatient hospital stay).
- Medicare won’t pay for services in a foreign hospital owned or operated by the U.S. Government unless that hospital is within the U.S. borders as defined above.

What you can do:

- Consider buying travel insurance. Because some travel insurance plans don’t cover health care services, be sure to talk to your insurance or travel agent about this topic.
- If you have received Medicare-covered services as mentioned above, you may have to file a claim yourself since foreign hospitals are not required to file claims to Medicare.
- If you have questions about your Part B coverage, please call Palmetto GBA’s Beneficiary Medicaid information may be found at www.PalmettoGBA.com/trm/me.

Landfall Travel offers two trips in 2016

- Oct. 9-16, 2016
  - Train tour across Switzerland
    - Swiss glaciers, lakes
    - 13 destinations
    - Featuring Lucerne, Lake Geneva, Montreux, Zermatt, Chamonix, St. Moritz
    - Rates start at $3,325 per person
  - Oct. 20-10, 2016
    - Cruise leaves from St. Louis and ends in Red Wing, Minn.
    - Rates start at $1,874.25* plus $149 port tax per person
*Airfare not included, rates subject to change

AAO: Stay safe driving as your vision changes

None of your senses is more important to safe driving than vision. A senior driver’s eyesight is critical, especially when driving at night. A driver’s eyesight is vital in preventing car crashes, because nearly all the sensory input you need to drive a car comes from visual cues. If your eyesight is diminished, so is your ability to drive safely. This is especially important to senior drivers.

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

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

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

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

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

Landfall Travel offers two trips in 2016

- Sept. 16-24, 2016
  - Overnight stays in Lucerne, Luzern, Zermatt and St. Moritz
  - Rates start at $2,225 per person
- Oct. 9-16, 2016
  - Train tour across Switzerland
    - Featuring Lucerne, Lake Geneva, Montreux, Zermatt, Chamonix, St. Moritz
    - Rates start at $3,325 per person
  - Oct. 20-10, 2016
    - Cruise leaves from St. Louis and ends in Red Wing, Minn.
    - Rates start at $1,874.25* plus $149 port tax per person
*Airfare not included, rates subject to change
Make your tax refund go further with insurance from UTUIA!

Insurance policies available to you:

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- Roth IRA

For additional information about any of these policies:
Email sales@utuia.org, call 800-558-8842, or complete the attached form and mail to the address listed at the bottom of the form.
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I would like more information on UTUIA’s available policies:
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Please Print

Full Name

Date of Birth

SMART TD Local

Street Address

City

State

Zip code

Telephone number with area code

Male

Female

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

AFL-CIO releases "Death on the Job" report

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

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

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

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

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

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

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

SMART members receive award from Canadian National

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

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

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

Peers of the year

The Peer engagement team

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

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

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

Pictured from left: Local Chairman Greg Styka (LU 256 – CN), TD Local 1299 President Walter Jones (Chicago) and Bill Head (LU 256 – CN) accept the President’s Award for Excellence from Canadian National Railway.
Rail workers: deadly tired...but still working

Continued from page 3

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

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

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

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

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

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

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

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

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

Continued from page 1

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

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

United Transportation Union Insurance Association

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

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

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<th>Assets</th>
<th>Liabilities &amp; surplus</th>
<th>Summary of operations</th>
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<td>Bonds 197,850,788</td>
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<td>Surplus $44,631,412</td>
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<tr>
<td>Real estate 1,561,746</td>
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<td>Expenses:</td>
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<td>Policy loans 5,481,887</td>
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<td>Benefits $(14,387,954)</td>
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<td>Accrued interest &amp; other assets 2,494,588</td>
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<td>General expenses (6,762,395)</td>
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<tr>
<td>Total assets $226,652,650</td>
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<td>Total expenses $21,150,349</td>
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</tbody>
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Operating gain (loss) $2,694,370
Realized capital gain 66,446
Net gain (loss) $2,760,816
TTD, SMART TD, Labor Unions urge DOT to protect bus & transit operators from assault

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

“As labor organizations representing transit workers throughout the country, we urge the Department of Transportation and your Federal Transit Administration (FTA) to move forward with a rule to protect bus drivers and other transit operators from physical assaults plaguing the industry.

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

“Given that we have seen a dramatic uptick in assaults across the country, in cities, suburbs and even rural communities, it is clear that a national set of rules, as mandated by Congress, are urgently needed. We also reject the notion that basic safety issues like driver assault should be left to the collective bargain process, which inherently forces workers to give up something of value to achieve what should be an inherent right and legally protected blessing to workers.

“We welcome further study, and believe it is time for the FTA to undertake a rulemaking to establish a safety regime in the transit industry, and we are confident that this rulemaking will quickly and effectively address this critical safety issue.”

UTUIA announces 2016-2017 scholarship winners

Trade Scholarship Winner
Christian A. Waldrop of Local 1393, Charleston, S.C., $2,500.

Wendy A. Schuster of Local 1379, Baltimore, Md., $2,500.

Tobiah J. Pierre of Local 1285, St. Louis, Mo., $1,500.

Jennifer C. Cline of Local 243, Ft. Worth, Texas, $1,000.

Conner N. Bendick of Local 2973, Boone, Iowa, $1,000.

Kaitlyn M. Fries of Local 573, Danville, Ky., $750.

Love M. Brinkley of Local 1420, Memphis, Tenn., $750.

Robert E. Boda of Local 103, Columbus, Ohio, $750.


The following union scholarships have been awarded to 2016-2017 students:

TTD, SMART TD News

www.smart-union.org • www.smart-union.org/td • www.utuia.org
RSAC assigns working group to review industry speed signs

Column by John Risch, National Legislative Director

When is the best time to plant a tree? A good answer is 20 years ago, because if you had planted it then, you could be sitting under it now. The second best time to plant a tree is today. That kind of sums up the way our legislative department works. For several years we have been pushing for a law or regulation requiring a minimum of two crew members on trains, because we all know the only safe way to operate a train is with a crew of at least one conductor and one engineer. On March 14th the Federal Railroad Administration (FRA) issued a proposed rule requiring most trains in America to have a minimum of two crew members. We are hard at work putting together comments and recommendations in order to make the final rule as strong as possible.

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

The lack of speed signs on many railroads came as a shock to me. We are all creatures of our environment—railroads with excellent speed signs— I assumed all railroads, just like all highways, used speed signs... how wrong I was.

Two years ago one of our members on NS told me that railroads did not use speed signs on temporary restrictions— temporary sometimes means 24 hours and other times it can mean two to three years. Even worse, we found that speed signs are not only inconsistent across railroads, but that CN doesn’t use them at all.

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

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

Because some railroads refuse to adopt good safety practices, we have asked the government to get involved. Sadly, some railroads will only make safety improvements when required to by the government. Whether it is making sure trains have adequate staffing, or that crews have proper speed signs, we are pushing forward to make railroading as safe as possible. That’s what your legislative department is tasked with doing: preventing trees today, so that we have a safe and secure workplace now and in the future.