San Francisco Regional Meeting recap in photos

Bus members take time out after one of their workshops for a group photo. See more photos like this one on pages 6 and 7.

SMART TD mobile app is for year-round use!

The SMART TD Mobile App has improved. New features have been added that make locating, scheduling and rating Regional Meeting workshops super quick and easy. Just like last year, the SMART TD Mobile App provides detailed descriptions for workshops, instant access to officer and presenter bios and includes additional member resource content found in the menu, located at the top left of the App screen.

SMART TD Mobile has been upgraded to include features you can use year-round, including automated alerts, SMART TD News Feed and member notifications.

Additional new features include an updated interface and custom scheduling with integration to your mobile device’s calendar. Filtering tools by target audience – all features you can use year-round!

Take a minute to download version 2.5 Today!

Search for “SMART Transportation Division” in the App Store or Google Play.

315 new bus members gather for training in Gardena, Calif.

315 new bus members employed at First Student in Gardena, Calif., gathered for an all-day training session to learn about SMART Transportation Division and what it means to be a member. The training event was led by International Organizer Bonnie Mart. Alternate Vice President-Bus Avvy Hughes and part-time Auditor Neal McSorley. Vice President John England, Vice President-Bus Adhi Reddy and Assistant General Counsel Susannah Bender were on hand for the training.

SMART TD discusses declining coal industry with Clinton

Vice President Doyle Turner (left) and Kentucky State Legislative Director Jared Cassiday (right) met with Presidential-hopeful Hillary Clinton (center) at a round table discussion to talk about Clinton’s $30 billion plan to revitalize the coal industry.

Members make all the difference!

By John Risch, National Legislative Director

Recently, Republican Congressman Louie Gohmert of Texas – one of the most conservative members of the U.S. House of Representatives – cosponsored our two-person crew legislation, H.R. 1763, the Safe Freight Act. This show of support follows cosponsorship from Congressman Trent Franks of Arizona, a member of the conservative House Freedom Caucus. Both are considered among the most conservative members of Congress.

Why did Rep. Gohmert sign onto the bill? The simple answer is that one of our members asked him to. General Chairperson Steve Simpson’s office is located near Rep. Gohmert’s, and Steve decided to set up a meeting to engage the congressman on our issues, including the need for two-person crews on all trains. Steve didn’t shy away because Rep. Gohmert is a conservative Republican; no, Steve’s attitude was that “this is my Congressman.” Steve convinced this very conservative Republican that the only safe way to operate a train is with a crew of at least two people.

Arizona State Legislative Director Scott Jones lives in Congressman Franks’ district and decided to set up a meeting with his Congressman. Scott brought along a retired engineer who attends the same church as Congressman Franks and whose children attend bible study taught by the Congressman. Hearing from a trusted friend proved extremely effective as Congressman Franks came out of the meeting understanding the importance of two-person crews and became a cosponsor of H.R. 1763.

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Last year, one of our bus members, Socorro Cisneros-Hernandez, had an upcoming meeting with Republican Congressman Paul Cook of California and contacted our office looking for talking points on our legislative priorities. Ms. Cisneros used the information we provided and had a very productive meeting with Congressman Cook, after which he agreed to cosponsor the Safe Freight Act.

Submit your local or legislative stories to SMART Transportation Division by email to: news_td@smart-union.org

Continued on page 10
Local 195, Galesburg, Ill.
Two members of Local 195 have recently retired. Members represent LCA, Secretary Tyler Lannholm. John “Tom” Barrett retired out of the Burlington Northern railroad August 21, 1973, as a switchman on the former Galesburg Division in Peoria, Ill. He then transferred to become a fireman in September 1973. Barrett completed the locomotive engineer training program and took his final exam in November 1974. Barrett said he is proud to have his son, John E. Barrett, follow in his footsteps on the railroad. Barrett retired Sept. 2, 2015, with plans to spend more time with his wife and grandkids.

Terry Lannholm hired out with the Burlington Northern railroad April 17, 1971, as a brakeman on the former Aurora Division in Aurora, Ill., and became a conductor in August 1976 on that same division. Lannholm worked his entire career out of the Galesburg terminal with a few exceptions of being forced in the early 1980’s to work out of Aurora. Lannholm’s son, Tyler, also followed in his father’s footsteps on the railroad. Lannholm retired March 12, 2016, just one month shy of 45 years of injury-free service.

Local 195 would also like to thank Dan “Stinger” Stebbinck (199) and Shawn Kelly (1872) for providing the retirement gifts.

Local 113, Winslow, Ariz.
Local Chairperson Yvonne Hayes reports that the local had its annual picnic at Cholla State Park in Miami. The local included members from Local 1138, Tri-Rail Local 30 (Jacksonville, Fla.), BLET Division 49 and the Brotherhood of Railway Signallers and Maintenance of Way.

“THe picnic was a great success, thanks to the sponsorship of Designated Legal Counsel Howard Spier and his law firm Rossman, Baumburger, Reboso & Spier,” Hayes said. “We would also like to thank Local 1138 member Anthony Ray for his culinary skills. Swimming, fishing, paddle-boarding, and lots of good food helped build solidarity among the diverse workforce.”

Alex “AC” Johnson and Mark Green, both of whom retired, were honored for their years of service at the picnic. Hayes noted that their retirements were momentous for the local as Johnson and Green had both been instrumental in mentoring her and dozens of others over the last several decades. Pictured left to right is Hayes and Green.

Local 1954, Upper Darby, Pa.
Members from Local 1954 stood in support of the Verizon workers who were on strike, reported Ron Koran. “Some members of Local 1954 raised money, donated food, and decided to walk with CWA striking workers against Verizon in support of their strike and to show solidarity,” Koran said.

Pictured in front from left: Strike Captain Kristina Kleinschmidt, Koran’s fiancé Robin Martin, Koran and John Coleman. Not pictured: Dean Fear and Josh Urich.

Local 1982, Houston, Texas
Officers of Local 1982 stand in front of their SMART van.

Local Chairperson Daniel Holak reports that this local is going to have its first annual SMART TD Rally September 27 from 1-9 p.m. “Brothers and sisters, the time has come for our first annual SMART TD rally,” Holak said.

The event will open with music and will be followed by speakers and some short videos. Each local will also have time to honor this year’s retirees by bringing them onstage and giving them a retirement gift. The rally will also feature door prizes, dancing and food. The rally is open to all members, furloughed members, spouses and retirees working in and around the Houston area.

The rally is being held at SPJST Lodge 88, 1435 Beall Street, Houston, TX 77008, on Tuesday, Sept. 27 from 1-9 p.m. Dinner will be served at 4:50 p.m. If you plan on attending, please RSVP to LCA Secretary Butch Boggess by calling 713-903-8560 or by email at lsa1982secretary@gmail.com no later than Aug. 27. All SMART TD locals are welcome and are encouraged to participate and share in the cost of the event. Locals should contact Secretary & Treasurer Keith Green at 832-969-2252 for details.

The son and daughters of three SMART TD members have been awarded scholarships from Union Plus for the 2016 school year.

Steven Bollendorf, son of Steven Bollendorf of Local 61 at Philadelphia, has been awarded a $500 scholarship. He is an industrial engineer at Pemex State Abington. He intends to graduate in May 2018.

“Life is littered with uncertainties. However, unions give a sense of tranquility in times of uncertainty. It was my father’s influence of my father’s union that we were able to survive the recession with few economic repercussions,” the younger Bollendorf told Union Plus.

Anika Daniels-Osae, daughter of Richard Daniels of Local 645 at Babylon, N.Y., has been awarded a $1,000 scholarship. Anika is in the higher education administration doctoral program at Northeastern University in Boston. She intends to graduate in May 2017.

“Unions have always played an important role in my life. The influence of my father’s union that we have afforded my family the life that it has. I have seen the power of the union and labor movements. I am proud that I am not only a union member, but the daughter of a union member and steward,” Gracie said.

SMART TD congratulates Steven, Anika and Grayson for their努力. The Union Plus Scholarship Program, now in its 25th year, awards scholarships based on outstanding academic achievement, personal character, financial need and commitment to the values of organized labor. The program is offered through the Union Plus Education Foundation.

Since starting the program in 1991, Union Plus has awarded more than $4 million in educational funding to more than 2,700 union members, spouses and dependents. Union Plus Scholarship awards are granted to students attending a two-year college, four-year college, graduate school or recognized technical or trade school. This year over 5,700 applications were received from 55 unions. The application deadline is always January 31. Visit www.unionplus.org for more information.

Union Plus awards scholarships to three children of SMART TD members

Grayson (Gracie) Juarez, daughter of James Juarez of Local 316 at Clinton, Iowa, has been awarded a $500 scholarship. Gracie is a member of the American Federation of Teachers Union - Local 2190.

“Unions have always played an important role in my life,” Gracie said. “Growing up with a union member, my family always knew we could count on the support of the union.”

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SMART TD welcomes new members to Local 202

On April 15, employees of Denver Transit Operators (DTO) voted to join SMART TD Local 202 at Denver. This vote adds 51 engineers to the local, with growth to a possible 75.

Local 202 Secretary Jeff Maxfield said, “We are proud to represent the operators at DTO and arrive at this agreement that not only protects health and welfare, but provides job protection and livable wages.”

Maxfield said that unfair treatment and labor practices led engineers of DTO to organize. SMART TD also led the new members to look for representation.

Currently, DTO engineers are paid roughly 50 percent of the national average, an issue that SMART TD hopes to rectify.

The addition of these members to the local is thanks to a collaborative effort by Maxfield, Director of Organizing Rich Ross, Colorado State Legislative Director Carl Smith and SMART Sheet Metal Local 9 Organizer Tim Moran.

“This would not have been accomplished without the help of our sheet metal brother Michael,” Maxfield added, “and a great example of every side working together in unison. This is also a great example of thinking outside the box.”

DTO is a private company with a 29-year contract to operate and maintain the new commuter rail system currently under construction in and around Denver for the Regional Transportation District (RTD).

They are part of the Eagle P3 Project, which will provide service to over 36 miles of track with electric rail cars.

FRA clarifies “Smartwatch” Rule - Fitbits restricted

FRA considers Fitbits and similar devices to be “personal electronic devices” that are subject to the restrictions in part 220. Per the definition of an “electronic device” at 49 CFR 220.5, they are an electronic device that performs functions not necessary for the health or safety of that person and entail the risk of distracting employees from safety-related tasks.

FRA understands some Fitbit devices are subject to the restrictions in part 220. However, railroad operating employees are allowed the use of digital clocks or wrist-watches whose primary function is to tell time. Timepieces are commonly used in the railroad industry to verify the accuracy of a locomotive’s speed indicator.

This function is safety-related in that it accurately allows a train crew to comply with relevant track speed limits during the course of a train’s movement.

This exception is limited to those wristwatches that do not have functions which violate the requirements set forth under 220 subpart C. The Primary function of fitness tracking devices is not to tell time.

As stated in Title 49 CFR 220.303, a railroad operating employee shall not use an electronic device if that use would interfere with the employee’s or another railroad operating employee’s performance of safety-related duties.

No individual in the cab of a controlling locomotive shall use an electronic device if that use would interfere with the employee’s or another railroad operating employee’s performance of safety-related duties.

Railroad Retirement Board issues statements of service

Each year, the U.S. Railroad Retirement Board (RRB) prepares a “Certificate of Service Months and Compensation” (Form BA-6) for every railroad employee who had creditable railroad compensation in the previous calendar year. The RRB mailed the forms to employees during the first half of June. While every effort has been made to maintain current addresses for all active railroad employees, anyone with compensation reported in 2015 who has not received Form BA-6 by July 1, or needs a replacement, should contact the nearest RRB field office by calling the agency’s toll-free number, 1-877-772-5772.

New FRA rules strengthen protections for MOW workers

Separate rules increase protections, add Maintenance of Way workers to drug and alcohol testing programs

The U.S. Department of Transportation’s (DOT) Federal Railroad Administration (FRA) has issued two final rules to better protect railroad employees working on or near railroad tracks. One rule amends the existing Roadway Worker Protection regulation. The second rule, Control of Alcohol and Drug Use, revises FRA’s existing alcohol and drug testing regulations and expands the requirements to now cover maintenance of way (MOW) employees. The second rule fulfills a requirement of the Rail Safety Improvement Act of 2008.

“Clear communication, multiple layers of safety and a rigorous alcohol and drug testing program have been proven to be effective in reducing accidents and fatalities,” said General Chairperson Jonathon Dooley.

“Conductors and engineers work together to safely get trains to their destinations, and during an emergency, our teamwork is critical. As a conductor, if and when emergencies occur, it’s my job to get off the train, assess the situation and address any life-threatening issues.”

“Take it from us: operating a freight train with a single crewmember is unsafe. A strong federal policy requiring a conductor and an engineer on freight trains will provide protection for all lives.”

Ed Wytkind, President, TTD, AFL-CIO: “Safely operating a freight train is no easy task. It’s a complex and demanding job that requires workers to comprehend a variety of tasks, often simultaneously, to keep trains running safely and efficiently. In fact, operating a freight train has long been the job of a team of workers – locomotive engineers and conductors – working together to complete procedures necessary for safely moving trains.”

“This team also works together during emergencies, such as dangerous rail accidents, when timely action and quick thinking can save lives and prevent destruction.”

“We encourage the FRA to swiftly finalize a strong two-person crew standard.”

U.S. Senator Heidi Heitkamp, from a statement released after the hearings:

“With so many trains crisscrossing North Dakota carrying our commodities to market, safety must be a top priority, and we need a two-person crew on every multi-person train crew during the derailment in Casselton in 2013 to help accomplish that goal. Because there were several crewmembers on board the grain train that collided with an oil train, the crew was able to work together and with local first responders to pull all 70 cars and save more than 5000 rail cars loaded with crude oil away from the fire.”

“Rail safety has been a top priority in my ‘Strong & Safe Communities Initiative,’ and testifying at today’s hearing is one of the ways I’m working to keep rail crew and local communities safe.”

To read Senator Heitkamp’s entire statement, go to http://www.heitkamp.senate.gov.
Meeting, Learning, Voting—FOR our union

Our members’ interests have been the focus of several large meetings this summer. The Transportation Division Regional Meetings, the Sheet Metal Business Agents’ Conference and the political party conventions that officially nominated the candidates for President

Our own sessions focused on helping SMART leaders better serve the membership in every way. The TD meetings’ new format included a wider range of both participants and workshops offering concrete topics like a review of union officers’ duties and responsibilities.

This kind of learning and idea-sharing creates a stronger union and better representation as the other leaves a trail of broken promises and a support for unions, have rightly earned her This kind of learning and idea-sharing creates a stronger union and better representation as the other leaves a trail of broken promises and a support for unions, have rightly earned her

Donald Trump is an ill-suited, unbalanced candidate with a campaign based on fear and smear. He is a danger not only to workers, but to our nation itself.

I was in Philadelphia in the years he opened— and closed—his Atlantic City casinos, and I know first-hand about his history of work practices and the effects on workers and unions. Whether building and running hotels, getting his brand-name products made overseas, or hiring workers for his huge Florida estate, he repeatedly chooses non-union—and often undocumented—workers. In Las Vegas, a city with a strong union presence, he continues to fight the Collective Bargaining and representation process that his workers have signed up for. When his casinos failed, he bailed. He pulled out personal profits, declared bankruptcy (four times), and refused to pay his debts—forcing creditors into court to collect what little remains from his straw ventures.

This is how Trump does business: Since 2010, he’s faced 3,500 lawsuits, including many with everyday working men and women.

Learn! Mobilize! Vote!

This election is our chance to make a difference, to elect an ally as president and regain a union-friendly Senate.

The Senate is crucial because they vote on nominations to the Supreme Court, our last line of defense against anti-union attacks. The next president will appoint at least two Justices.

Elections DO matter. And so DO the candidates. We can help the campaigns...turn out and vote for the candidate(s) with a record of support for working families.

We must make the right, SMART choice. As we get closer to the November election, remember to take the candidates at their own words and actions. Hillary Clinton, for example noted that, “If we want to get serious about raising incomes, we have to get serious about supporting union workers.” Our summer meetings and political strength are all about supporting you, the members of SMART, improving a safe work environment and ensuring you are treated with dignity.

We must start now, by making sure that each of us and our families are registered to vote in this upcoming election.

Visit www.SMARTVote2016.org to check your registration status. We must all work together to build an America that works for all of us. Fraternally,

Joseph Sellers Jr. 
SMART General President

Aviation Department News

Great Lakes joins with Frontier Airlines to launch career pilot program

Frontier Airlines has entered into pilot hiring partnerships with both Cheyenne, Wy.-based Great Lakes Airlines and Fort Lauderdale, Fla.-based Silver Airways, as part of the Frontier Career Pilot Program. This program is designed to remove many of the career uncertainties by guaranteeing pilots entering the Career Pilot Program a first officer position with Frontier upon completion of defined experience requirements.

“This program and our partnerships with these highly regarded and respected regional airlines will become an important element of Frontier’s overall strategy to fulfill our pilot staffing needs in the future,” said Jim Nides, Frontier’s vice-president-flight operations.

“Great Lakes has had a long standing relationship with Frontier as many of our former pilots are now flying there. This agreement will help solidify the pilot recruitment needs for both airlines,” said Douglas Voss, CEO of Great Lakes.

Frontier will help its new partners interview and recruit new pilot candidates. Once selected, the pilot needs to remain employed by the regional airline for which they have been hired. The Regional Program has cleared the way for pilots to enter the Frontier system.

Richard L. McDoles
SMART General Secretary-Treasurer
mcmdoless@smart-union.org

Bus Department News

Dear Sisters and Brothers of our great union,

The summer is almost over and our Regional Meetings have come and gone for 2016. SMART TD is built on membership and the participation of its members. Members make up the local, and together, the locals make up the international.

Office training strengthens every local. A representative from each local should attend at least one regional meeting each year. Go to your local meetings and find out if there is money set aside for the officers to attend a regional meeting. If not, then your local should vote on a special fund or account to send at least one officer.

We now offer a new certificate program to officers that attend the meetings. The certificate will provide proof to the local that your representatives attended the workshops.

Also, if you have a smartphone, there is now a free app that you can download and see a list of the workshops and materials that were offered at the regional meetings, as well as member news, notifications and alerts for year-round use. Search “SMART-Transportation Division” in your app store. Check the SMART TD website or the monthly SMART Times for learning opportunities for newly elected officers, or call 216-228-9400 to inquire about special training.

Your elected vice presidents are ready to assist your local. Have your local president or general chairperson call or email requesting your assistance.

In closing, I would like to welcome the newly organized transit members in Denver to Local 202. I am at your disposal if you need assistance.

Together, we can be a strong and educated organization. Until next time, be safe.

In Solidarity,

Adhi Reddy
Vice President - Bus
areddy@smart-union.org
661-871-3355

www.smart-union.org/td • www.utuia.org

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national elections may have such a
severe impact on the working men
and women of this country.
Let’s look first at our industry—those of us
who work in the transportation field are very
much affected by decisions made in Washington,
D.C. by a number of Federal agencies. Without
exception, the people who lead these agencies
and have final say over such decisions are
appointed by the President of the United States.
For example, the Federal Railroad Administra-
tion (FRA), the Federal Aviation Administration
(FAA) and the Federal Transit Administration
(FTA) are entities that have a direct impact on
all of us, every day that we go to work. These
agencies make the rules that govern our
safety. Mike Pence has a well-documented
history of trying to do just that.
It’s a fact — The Republican nominee
for President is Donald Trump, a man without any
experience in elective office. Some believe
that may not be a bad thing, but it forces us
to look at the actual record of Trump’s state-
ments and accomplishments to ascertain his
fitness for the highest office in the land.
First, let’s look at Trump’s position on coal,
an issue that’s very important to our mem-
ers. Anyone who watched the Republican
convention may have noticed the signs in the
audience, “Trump digs coal.” But a review of
the facts shows that Trump has no credible
plan to return the coal business to profitabil-
ity, a requirement for increased production.
The downturn in coal comes from a number of
factors connected to global economics and
cheaper alternative fuels such as natural
gas. While Trump makes empty promises,
Democratic Nominee Hillary Clinton is actu-
ally meeting with workers and labor leaders
in the coal industry to develop strategies to
support and assist the impacted workers.
It’s a fact — Now, what about Mr. Trump’s
promise to bring manufacturing back to Amer-
ica? Another simple statement without any
credible plan for actually accomplishing that
objective, so once again we are compelled to
Continued on page 10.
SMART TD: Learning Today - Leading Tomorrow

A Recap in Photos of the 2016 San Francisco Regional Meeting

Transportation Division President John Previsich presents Surface Transportation Board Chairman and former UTU employee Dan Elliot with a commemorative lantern in appreciation of his speech to the membership at lunch July 5. Pictured from left are Vice President John Lesniewski, National Legislative Director John Risch, Elliot, President, SMART General President Joe Sellers and SMART General Secretary-Treasurer Rich McCoe.

Above: SMART TD General Counsel Kevin Distante makes a presentation to a packed workshop on the Railway Labor Act. Also presenting was Assistant General Counsel Susan Bender and teaching was Vice President David War.

Above: Local 1374 Vice President Dave Nogacek and his wife, Diane, enjoy the Sunday night welcome reception.
Retired General Chairperson & Alumni Association member celebrates 90th birthday

On Saturday, May 21, retiree and Alumni Association member John Mogan (Local 228 at Cedar Rapids, Iowa) celebrated his 90th birthday in the company of friends, family and co-workers.

Mogan was Unit-1374 Chairperson representing employees of the Milwaukee Road lines east, METRA (Chicago’s commuter railroad) and the Escanaba and Lake Superior Railroad for 25 years.

Mogan was known by the UTU membership as the architect of the first-in-the-industry productivity fund as a component of the crew-consist agreement negotiated on the Milwaukee Road.

He also wrote and negotiated the flow back agreement with METRA, allowing employees in train service to flow back into freight service with a Sadie Hawkins’ day (the first of October) each year.

“John was a ground-breaker on many fronts as he navigated UTU members through the Milwaukee Road bankruptcy,” Dennis Mogan, brother of John, said. “His crew-consist agreement with productivity fund was the template for the industry.

“His love for the United Transportation Union and the railroad industry created a lifestyle laced with compassion, respect, and a sincere desire to make railroading a way of life,” said Dennis.

SMART TD News, information for members of the SMART TD Alumni Association

Retiree, SMART TD employee, holds party for cancer survivor

SMART TD Public Relations Assistant Amy Rayner and retired UTUIA Field Supervisor and Alumni Association member Art Rayner (Local 1374 at New Castle, Pa.) held a surprise party for 10-year ovarian cancer survivor and Alumni Association member Anita Rayner, June 11 in New Castle.

Approximately 50 people were in attendance, including retired Local 1374 Chairperson and Alumni Association member Sam Marino.

Party-goers were asked to make a donation to the Ovarian Cancer Research Fund Alliance (OCRFA) in Anita’s honor, which the UTUA then matched. A total of $1,480 was sent to OCRFA.

The Rayners would like to thank everyone who was in attendance at the party and everyone who donated. A special thanks goes out to UTUIA Unit One for arranging retired Local 1374 Chairperson and Alumni Association member Anita Rayner, June 11 in New Castle.

Landfall Travel offers two trips in 2016

www.landfalltravel.com • (800) 835-9233

Train tour across Switzerland

• Sept 16-24, 2016
• Overnight stays in Lucerne, Lausanne, Zermatt and St. Montz
• Rates start at $2,359* per person
• Most meals included

South American steamboat cruise

• Oct. 2-10, 2016
• Cruise leaves from St. Louis and ends in Red Wing, Minn.
• Rates are at $1,874.25* plus $149 port tax per person

*Airfare not included, rates subject to change

Contact: Walter Demich at 440-233-7801

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

The Final Call

www.smart-union.org/td • www.utuiia.org

Local Name City/State

Local Name City/State
SMART TD recently negotiated a great deal with Extended Stay America, located at 24851 Country Club Blvd. in North Olmsted—a short walk to SMART TD headquarters. Their suites have been completely renovated and cost only $198.00 per month, to $228.89 per month.

SMART Transportation Division has partnered with MetLife to bring our Rail and Bus members the most comprehensive and cost-effective Voluntary Long-Term Disability plans.

VLTD insurance helps you protect your income if you suddenly have to stop working due to an accident or illness. VLTD helps ensure that you can continue paying your bills and provide for your family if you are unable to work due to an accident or illness.

Open enrollment for the Voluntary Long-Term Disability (VLTD) Plan will be available for active dues-paying SMART Transportation Division Rail and Bus members beginning August 1, 2016, through October 31, 2016, with no medical history information required.

Rail Members:

60% Option – Allows rail members to purchase coverage after a 365-day elimination period, and offers a monthly benefit of 60 percent of salary (up to a maximum benefit of $6,000). Cost for Part “B”: $73.88 per month.

50% Option – Allows rail members to purchase coverage after a 238-day elimination period, and offers a monthly benefit of 50 percent of salary (up to a maximum benefit of $7,000). Cost for Part “A”: $51.63 per month.

Bus Members:

60% Option – Allows bus members to purchase coverage after a 365-day elimination period, and offers a monthly benefit of 60 percent of salary (up to a maximum benefit of $6,000). Cost for Part “B”: $47.98 per month.

50% Option – Allows bus members to purchase coverage after a 238-day elimination period, and offers a monthly benefit of 50 percent of salary (up to a maximum benefit of $6,000). Cost for Part “A”: $31.50 per month.

How is the increase determined?
The formula used in determining the monthly employee contribution takes into account the employee contribution the income if you suddenly have to stop working due to an accident or illness. Open enrollment for the Voluntary Long-Term Disability (VLTD) Plan will be available for active dues-paying SMART Transportation Division Rail and Bus members beginning August 1, 2016, through October 31, 2016, with no medical history information required.

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50% Option – Allows bus members to purchase coverage after a 238-day elimination period, and offers a monthly benefit of 50 percent of salary (up to a maximum benefit of $6,000). Cost for Part “A”: $31.50 per month.

Why the increase?
Since July 1, 2012, and pursuant to provisions of the September 16, 2011, National Rail Agreement, the health and welfare contribution amount to a maximum of $230.00 per month, effective July 1, 2016. A national railroad agreement is currently being negotiated and the new monthly contribution amount will remain in effect until modified.

Member Health and Welfare contributions increase
Effective July 1, 2016, rail employees covered under The NRC/UTUIA Health and Welfare Plan and The Railroad Employees National Health and Welfare Plan will see their monthly Health and Welfare contribution increased from the current $198.00 per month, to $228.09 per month.

Why the increase?
Since July 1, 2012, and pursuant to provisions of the September 16, 2011, National Rail Agreement, the health and welfare contribution was frozen at $198.00 per month. That agreement also contained provisions to increase the contribution amount to a maximum of $228.09 per month, effective July 1, 2016. A national railroad agreement is currently being negotiated and the new monthly contribution amount will remain in effect until modified.

How is the increase determined?
The formula used in determining the monthly employee contribution takes into account the Carriers Monthly Payment Rate for everything other than on-duty injury health care benefits, and the payment rates for benefits under The Railroad Employees National Dental Plan and The Railroad Employees National Vision Plan. The employee contribution is 15 percent of salary (up to a maximum benefit of $7,000). Cost for Part “A”: $51.63 per month.

SMART TD recently negotiated a great deal with Extended Stay America, located at 24851 Country Club Blvd. in North Olmsted—a short walk to SMART TD headquarters. Their suites have been completely renovated and cost only $64 per night (plus tax) for SMART union members and officers.

To reserve by phone, call 800.804.3724 and ask for the SMART Union rate. To reserve online, go to www.extendedstayamerica.com; in the reservations section, go to the “Special Rates” field, select ‘Corporate’ and enter code EASMU.
look at the record. Here we find that Mr. Trump says that he will bring the jobs back but the record is exactly what will happen. He declared that the reason we’re not competitive in the global market is because America’s wages are too high. And it’s also recorded that every product with Trump’s name on it is currently manufactured in a low wage foreign country.

It’s a fact – Trump supports a national right-to-work (RTW) movement. Who wants to work in a job where their hard work means nothing? Workers can freelance. They can have a union represent them, and they don’t have to contribute a nickel. They don’t have to join the union to benefit from the union. Unions will weaken, and fade away—the exact intent and design behind right-to-work laws. Wage increases coupled with draconian cuts to health care benefits. Who would you rather see appoint the next Presidential Emergency Board to decide these contracts—a Democratic President who supports labor unions and a Republican President who has stated for the record that he believes American workers are overpaid, supports right-to-work laws and refuses to pay his own employees the compensation to which they are entitled?

This election: A critical moment in history

This Presidential election is a watershed moment in the labor movement and in the history of our country. Make no mistake – the anti-labor Republican agenda is intended to reduce workers’ pay and benefits while improving the “flexibility” of the companies for whom we work. The so-called “flexibility” that Trump admires is not a mechanism for the reduction if outright elimination of worker’s rights. While “Make America Great Again” means little to different people, it is clear that Trump’s version is not good for our members.

The facts matter – and we’re going to do everything we can to educate our members, and we want your help. We want you to communicate these facts to your union brothers and sisters, your friends, family, neighbors and acquaintances. Believe it or not, this is the reality. Let them know that Trump and Pence will work to take away from our families the hard-fought benefits, protections and security that our predecessors worked so hard to secure. Let’s work together to protect our jobs and our families.

Members make all the difference!

Most recently, Greg Hynes and I met with another conservative Republican, Ryan Zinke of Montana. After a robust discussion about the two-part FRA drug and alcohol testing rule, Congress- man Zinke agreed to sign on as a cosponsor.

All members of Congress, regardless of party or ideology, should be viewed as a potential recipient of H.R. 1763. Our members can make the most effective case.

To do your part, work with your state legis- lative director to set up a meeting with your Representative to ask that they cosponsor H.R. 1763. We can provide you with handouts and other materials to help. Our recent comments on the FRA’s crew size rule are a good source of information on this issue.

Lastly, please visit the Legislative Action Center at www.congressweb.com/smart_transportation to contact your Representative about the Safe Freight Act and ask your coworkers to do the same.

The SMART Transportation Division is seeking quality rail road, bus and airline photos, taken by its members, for place ment in its annual Alumni Association calendar and online.

High-resolution digital photographs should be emailed to news_TD@smart-union.org.

Printed photographs should be mailed to SMART TD News, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070. To be considered in the 2016 calendar, photos must be received by Sept. 30.

Be sure to include the photographer’s name and local number, the name(s) of the person(s) in the photograph (left to right) and any other pertinent information, such as the date and location where the photograph was taken.

Due to federal or state regula tions, or company restrictions on employees’ use of personal elec tronic devices, including cellular pho tographs, on company property or while on duty, all members are advised to never take photos with their phones. The only take photos from a clear point of safety.

All photographs submitted become property of SMART Transportation Division.
Transportation Division policy concerning fees objectsors

1. Any person covered by a UTU, now SMART, union shop or an agency shop agreement, who does not affirmatively state in writing that he is not a non-member has the legal right to object to political and ideological expenditures for collective bargaining, contract administration, or other activities germane to collective bargaining, and to participate in the selection of such delegates; or partici- pate in the process by which collective bargaining agreements are ratified.

2. The non-member shall provide notice of objection to the President, Transportation Division of the objection by first class mail postmarked during the third week of September preceding the calendar year to which he/she objected, or within thirty (30) days after he/she first begins paying fees and receives notice of these procedures. The objection shall contain the non-member's current home address. Once a non-member objects, the objection shall stand until revoked. Objections may only be made by individual employees. No petition objections will be honored.

3. The following categories of expenditures are chargeable:
   a. All expenses concerning the negotiation of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussions with employees in the craft or class or bargaining unit or employer representatives regarding working conditions, benefits and contract rights.
   b. Convention expenses and other union internal governance expenses.
   c. Social activities and union business meeting expenses.
   d. Union-related expenses which are related to chargeable activities.
   e. If an independent audit of the records of the Transportation Division and subordinate units maintained by the President, Transportation Division and the locals maintained by local union officials is requested to provide information about the chargeable and non-chargeable expenditures of these locals, and staff intended to participate the preparers to better perform their duties.

4. SMART shall retain a certified public accountant to perform an independent audit of the records of the Transportation Division and subordinate units maintained by the President, Transpor- tation Division and locals maintained by local union officials to be an analyst for the purpose of determining the percentage of expendi- tures and subordinate units maintained by the President, Transpor- tation Division and locals maintained by local union officials to be an analyst for the purpose of determining the percentage of expendi- tures and the percentage of fees collected, which are chargeable and non-chargeable. The amount of the audit shall be based on the fiscal year's annual budget of the Transportation Division and the local unions.

5. The analyst shall complete the report no later than August 31. This report shall include an analysis of the major categories of union expenses that are chargeable and non-chargeable.

6. Each person entitled to receive the analyst's report may challenge the validity of the calculations made by the analyst by filing an appeal with the President, Transportation Division. Such appeal shall be made by sending a copy of the letter to the Analyst concerning the Transportation Division postmarked no later than thirty (30) days after issuance of the analyst's report.

7. After the close of the appeals period, the President, Transpor- tation Division shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated by the AAA. The President, Transportation Division and the local unions shall appoint an arbitrator from a special panel maintained by the AAA for the purpose of these arbitrations. The AAA shall provide the name of the arbitrator, the Transportation Division and the local unions shall have the right to object to the appointment of the arbitrator of the arbitrator selected.

8. The arbitrator shall commence by October 1 or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall have complete discretion regarding the procedures to be used in determining the non-reviewable boards 30.0 percent percentage determined by analyst for calendar year 2015

9. Each party to the arbitration shall bear its own costs. The appellants shall have the option of paying a pro rata portion of the arbitrator's fees and expenses. The balance of such fees and expenses shall be paid by the Transportation Division.

10. The court shall order the escrow of monies remaining in the escrow account as determined by the analyst's report as soon as possible. The escrow account shall be distributed in accordance with the decision.

11. If an objector receiving an advance reduction wishes to challenge the validity of the calculations made by the analyst by filing an appeal with the President, Transportation Division, he/she shall continue to pay the reduced fees that he/she is currently paying until the analyst's report is issued. The reduced fees shall be deposited in the escrow account as determined by the analyst's report as soon as possible. The escrow account shall be distributed in accordance with the decision.

12. If a non-member has the legal right to object to political and ideological expenditures for collective bargaining, and to participate in the process by which collective bargaining agreements are ratified.

13. The Transportation Division shall have the burden of establishing the reduced fees set forth in the analyst's report are appropriate.

14. If the arbitrator shall determine that more than one day of hearings is necessary, hearings shall be scheduled to con- tinue from day to day until completed. The parties to the arbitration shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case more than thirty (30) days after the hearing closes. The arbitrator shall issue a decision within forty-five (45) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

15. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arith-metical expenditures not related to collective bargaining, contract arrangements.

16. All objectors receiving an advance reduction wishes to challenge the validity of the calculations made by the analyst by filing an appeal with the President, Transportation Division, he/she shall continue to pay the reduced fees that he/she is currently paying until the analyst's report is issued. The reduced fees shall be deposited in the escrow account as determined by the analyst's report as soon as possible. The escrow account shall be distributed in accordance with the decision.

17. If a non-member has the legal right to object to political and ideological expenditures for collective bargaining, and to participate in the process by which collective bargaining agreements are ratified.

18. When the decision of the arbitrator is announced the monies in the escrow account shall be distributed in accordance with the decision.

Percentage of chargeable fees determined by analyst for calendar year 2015

<table>
<thead>
<tr>
<th>Transportation Division</th>
<th>76 percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Legislative Boards</td>
<td>72.6 percent</td>
</tr>
<tr>
<td>LO 05: California</td>
<td>36.5 percent</td>
</tr>
<tr>
<td>Unreviewed boards</td>
<td>10.0 percent</td>
</tr>
<tr>
<td>General Committees</td>
<td>91.7 percent</td>
</tr>
<tr>
<td>GO 01: BNPS</td>
<td>61.3 percent</td>
</tr>
<tr>
<td>Unreviewed committees</td>
<td>99.6 percent</td>
</tr>
</tbody>
</table>

* Estimate: final rate for bingham, calculated by the analyst's report as having more than one day of hearings.

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SMART reaches accord with electric bus builder

SMART has reached a neutrality agreement with BYD Coach and Bus to represent workers at the BYD facility in Lancaster, Calif. SMART Local Union 105 members at BYD Bus and Coachworks, Los Angeles Mayor Eric Garcetti, BYD management and union officials to formally sign the agreement in the coming weeks.

A neutrality agreement secures the rights for workers to form their own union without interference from management or union officials.

The reason we collect information about you is to better serve your needs. Having accurate information permits us to provide you with an appropriate range of insurance products.

The non-public personal information that we collect about you varies according to the products, services or benefits you request, and may include:

- Information we receive from you on applications or other forms, such as name, address, social security number, assets and income;
- Information about your transactions with us, our affiliates and others, such as name, address, social security number, policy coverage, premiums and payment history;
- Information we receive from consumer reporting agencies, such as a credit history.

We may share the above non-public personal information we collect about you to the following types of recipients:

- To our agents and/or brokers, who may use the information to provide services to you;
- To agents and/or brokers representing third-party organizations that manage and store personal information on our behalf and to other financial institutions with which we may have joint marketing agreements.

We may share this non-public personal information with affiliated non-affiliates, when permitted by law. We do not disclose personal medical information about you except as permitted by law or as you may authorize.

We restrict access to non-public personal information about you to those employees who need to know that information to provide products or services to you. We maintain physical, electronic and procedural safeguards to guard your non-public personal information.

This privacy policy may change from time to time. Even if you no longer have any policies or a relationship with us.

www.smart-union.org/td • www.utuia.org
SMART TD, TTD, Senator testify at FRA train crew hearing

After years of advocating for a federal rule to mandate a minimum of two-person crews for freight and passenger trains, representatives from SMART Transportation Division (SMART TD) and the Transportation Trades Division (TTD) of the AFL-CIO joined a growing chorus of rule supporters, including U.S. Senator Heidi Heitkamp (D - N.D.), to testify at the Federal Railroad Administration (FRA) public hearings held July 15, 2016.

The following excerpts are part of the testimony in support of the rule. To read the testimonials in their entirety, go to www.smart-union.org.

John Risch, SMART TD National Legislative Director:

“If an accident occurs at a grade crossing and the individuals in need of assistance are on the ‘wrong side’ of the train, you need two crew members to separate the train and provide access to first responders and their vehicles. The engineer operates the locomotive while the conductor simultaneously goes to the crossing to pull the pin and separate the rail cars. If a train has a single-person crew, and a crossing cannot be cut to allow emergency responders access to an accident, this shifts more of the burden or responsibility during an accident from the railroad to local communities across the country.

“The terrible, preventable accidents on Amtrak in Philadelphia last year, Metro North the year before and the awful accident in Chatsworth, Calif., on Metrolink in 2008, would not have occurred had there been two people in the cab of those locomotives.”

Mike Rankin, SMART TD Local 445 Member; BNSF conductor:

“This matters because railroads want to cut costs by operating freight trains with a single crewmember. If safety is the top priority, two qualified crewmembers—a conductor and an engineer—are needed on all freight trains.

“Even railroad workers are human beings and are fallible. That’s why there are two people in the cockpit of a plane and that is why there are two people in the cab of a locomotive.”

Continued on page 3