



SMART

Transportation Division News

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International Association of Sheet Metal, Air, Rail and Transportation Workers

SMART TD, BLET to fight KCS in-cab cameras

During a meeting with the presidents of the Brotherhood of Locomotive Engineers and Trainmen and the SMART Transportation Division April 24, 2013, Kansas City Southern Railway announced that it intends to install and begin to use inward facing cameras in all of its locomotives over the next few weeks.



According to KCS, each locomotive will have two cameras – one behind the engineer focused on the control panel, and one across the cab focusing on both crew members.

(Some locomotives with cameras installed already are in use in Mexico; others are being fitted for cameras in Shreveport.)

The carrier told the two presidents that it has “management prerogative” to take these actions and does not have to, and does not intend to, bargain with the unions over the use of these cameras, or the effects of this dramatic change on its operating craft employees.

Without notifying the unions, that same day KCS filed suit in federal district court in Shreve-

port, La., to obtain a ruling allowing it to implement its plan. Upon learning of these developments, BLET National President Dennis Pierce and Mike Futhey, President of SMART Transportation Division, together told the carrier that both unions vehemently disagree that the carrier has the right to install and use inward-facing cameras unilaterally without exhausting the bargaining processes of the Railway Labor Act.

The two presidents and the leadership of both unions view this as a serious change in working conditions and have agreed to work closely to resist its implementation. A coordinated effort is being undertaken in response.

Not only will both unions be fervently opposing KCS’s lawsuit, they will be asking the court to enjoin the carrier from going ahead with its plan.

As of now, and until the court has issued a ruling

regarding the parties’ respective rights, the carrier has agreed not to turn on or use the cameras.

Union members who work for KCS on a locomotive that has a camera installed should request assurances from the proper carrier officials that the camera is not turned on and not in use. Any instance where that assurance is not given should be immediately reported to your general chairperson.

Also, to avoid any possibility of discipline, no member should attempt to move, cover or otherwise tamper with the cameras they encounter. Cooperation in this manner is vital.

Lastly, train and engine employees can be assured that their unions are diligently working to protect them and their interests in this matter. No legal stone will be left unturned in opposing the carrier on this issue.

Merger of two BNSF general committees creates transportation division’s largest

The members of BNSF Railway General Committees of Adjustment GO 001 and GO 245 have ratified an agreement to consolidate the two general committees into a single committee, effective June 1, 2013.

The new consolidated committee will retain the BNSF GO 001 designation. **Randall S. Knutson** will serve as the general chairperson and **Steven F. Green** will become the assistant general chairperson.

Knutson said consolidating the two committees was all about getting more leverage at the bargaining table and realizing cost savings in the future.

“We look upon the fact that the carriers have consolidated over the years and have been quite effective in that regard, and I think our general committees need to go down the same path,” Knutson said.

“By eliminating duplicate functions and coordinating efforts, we will be able to contain costs in the long run.”

Transportation Division President Mike



Futhey said he supports the voluntary consolidation of general committees.

“The roots of this organization have always been based on democracy at each level,” Futhey said. “The system works as evidenced by the overwhelming support given by the local chairpersons. In agreement with the principles on which this organization was founded, I support the consolidation of these committees.”

The original consolidation agreement called for a third general committee, BNSF GO 387, to be a part of the consolidation, but the vote by local chairperson of that committee failed to reach the two-thirds majority required.

At the time the votes were tabulated, GO 001 had 2,485 members and GO 245 had 2,907 members.

The consolidation of the two committees will create a committee of 5,392 members, making it the largest general committee in

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Charles L. Little dies

Former UTU International President Charles L. Little, 77, died May 15 following a brief illness.

Little was the fifth president of the UTU, elected at the union’s seventh quadrennial convention in 1995 and re-elected in 1999. He served from Jan. 1, 1996, until his retirement in 2001.



Little

Little began his railroading career with Houston Belt & Terminal Railroad Company in 1955. He became interested in union affairs and was elected local secretary & treasurer of Local 1524 in Houston in 1973. He was elected general chairperson of HB&T General Committee of Adjustment GO 425 in 1979.

At the union’s quadrennial convention in 1983, Little was elected an alternate International vice president. He was elevated to the office of vice president in 1984 and was elected to that office in 1987.

In 1991, he was elected to the office of general secretary & treasurer, serving under then International President G. Thomas DuBose.

During his tenure with the UTU, Little also held the offices of alternate delegate and delegate and served as labor co-director of the Houston Terminal Project.

A former U.S. Marine serving from 1953 to 1955, he is survived by his wife, Mary, and six children.

Services are pending near Little’s home in Leander, Texas.

UTU member shot and killed during robbery

ATLANTA – Norfolk Southern conductor and UTU member **Jerrick A. Jackson**, 47, was shot multiple times and killed May 7 in an apparent robbery at his home in Atlanta.

Jackson was a member of Local 1245 in Atlanta and the local has established a memorial fund to assist his family, Local Secretary & Treasurer **Jay C. Roy** reports. Contributions payable to the Jerrick Jackson Memorial Fund, c/o Kim Little may be sent to the Jerrick Jackson Memorial Fund, c/o UTU Local 1245, 75 Biltmore Ln., Dallas, GA 30157.



Jackson

According to a report by the *Atlanta Journal Constitution*, Jackson and his fiance were return-

ing home from a fast-food restaurant around 1 a.m. when they were approached by several males with guns drawn.

After robbing Jackson and the woman of a wallet and purse outside the home, the suspects ordered the couple inside the home, where Jackson and one of the suspects began to fight, according to police. One of the suspects then shot Jackson several times before the suspects left the home.

Jackson’s soon-to-be step-daughter, Anbiya Mitchell, told CBS Atlanta News she had no idea why anyone would want to rob and murder the man she called “Dad.”

She said she was upstairs when she heard her mother and Jackson being forced inside their home. “At that time, I barricaded myself in my room and called 911,” Mitchell said. “I loved him. And I really do consider him a hero

Around the UTU

Local 202, Denver, Colo.

The members of this local are asking for donations to assist the family of 40-year member **John D. Velasquez**, whose wife, Louise, is in need of liver and kidney transplants. She is suffering from non-alcoholic, fatty liver disease. "John was planning on retiring this spring, but expenses may prevent that from happening," said Colorado State Legislative Director **Carl Smith**. Donations may be made by contacting Westminster Federal Credit Union at (303) 427-6466, or mailing them to Louise Velasquez Benefit – WFCU, 9053 Harlan St., Ste. 10, Westminster, CO 80031. Visit <https://www.facebook.com/LiveLoveIlluminate?ref=hl> on Facebook for more information.

Local 204, Pueblo, Colo.



Assistant State Director and UTUIA Field Supervisor **Charlie Skidmore** and his wife, **Elaine**, were among a group of nearly 50 train enthusiasts and local leaders who showed their support on National Train Day for maintaining Amtrak's Southwest Chief service between Chicago and Los Angeles. The group met the train in Trinidad, Colo., cheering and waving signs. A delegation then boarded the train and traveled over Raton Pass to New Mexico, where they met with other individuals and officials to discuss the future of the rail line. The event was sponsored by the Colorado Rail Passenger Association. Pictured, from left, are Skidmore, Colorado State Sen. **Angela Giron**, Colorail President **Jim Souby**, Las Vegas Mayor **Alfonso Ortiz**, Pueblo City Council President **Steve Nawrocki**, Colorado State Rep. **Leroy Garcia** and his wife, **Michelle**.

Local 243, Fort Worth, Texas

Secretary & Treasurer **Cameron Callum** reports that this Union Pacific local has already donated \$500 dollars to the Tornado Relief Fund established by Local 1188 in Oklahoma City, Okla., to assist members who suffered losses in and around Moore, Okla. "The money will go directly to our affected brothers and sisters. I hope the international gets something put out to publicize this fund," Callum said.

Local 544, Havre, Mont.

The local is sponsoring a three-day event in the beautiful Bears Paw Mountains consisting of camping, entertainment and a fantastic barbecue, according to Picnic Chairperson **Amy Preite**. "This is an ideal time for our members, new and old, to come together with their families and friends. Three days will allow all to attend without missing work," Preite said. Donations from designated legal counsel and businesses within the community will be used for prize giveaways. Planned events include meals, music, a 50-50 duck race and kids' day. Attendees are asked to bring salads and desserts to help defray costs. Email Preite at Amy.Preite@bnsf.com for the event schedule.

Local 866, Rawlins, Wyo.



David Throgmorton, Ph.D. and director of the Carbon County Higher Education Center in Rawlins, right, is presented with a \$1,000 check from the members of this Union Pacific local by Local President **James J. Spencer**, left, and Legislative Rep. **Vern Whitfield**. The donation from the Wyoming State Legislative Board and Local 866 for the Rochester Institute of Technology scholarships will help Rawlins high school graduates pursue careers in the engineering field, Local Chairperson **Ron Sjogren** said. The credit hours from the center are transferable to other universities.



Local Chairperson **Matt Tolliver**, center, meets with SMART Transportation Division President **Mike Futhey**, left, and General Secretary & Treasurer **John Previsich** while at Railroad Day on Capitol Hill.

Officer's words of wisdom earn opportunity on Capitol Hill

An essay by Local 1601 Chairperson and Legislative Rep. **Darrin "Matt" Tolliver** was his ticket to Capitol Hill in April to meet with lawmakers and lobby them on behalf of the railroad industry.

Tolliver's essay entitled *Common Sense* was one of just a handful selected out of more than 100 entries and it earned him a trip to the Capitol to participate in Railroad Day on Capitol Hill, an opportunity for railroads, shippers and other industry representatives to present a unified industry message to members of Congress.

"I wanted an opportunity to speak to people who might be able to influence the coal industry and the railroad industry in this country," Tolliver said. "Our jobs are directly related to the coal industry."

A Norfolk Southern engineer, Tolliver traveled with NS representatives for the three-day, all-expense-paid event.

"We went from office to office and we talked about the importance of rail and the future of rail in the nation," Tolliver said.

Besides speaking out in favor the nation's coal industry, the delegation also addressed the issue of increasing truck sizes and weight limits.

"Our roads, highways and bridges are paid for by the taxpayer. With rail, the companies foot the bill. That alone should be a reason for people to get involved. Look at fuel consumption of trucks versus rail. We can haul one ton of freight on about one gallon of fuel," Tolliver said.

On his experience at the Capitol, Tolliver said: "The most interesting thing to me was to see exactly how things work. It's not really that complex. It takes a whole lot of work to get something done, but it's not that complex. When you see a team effort from labor and the carriers working together, things can get accomplished from that. When you have the same goal, you can't lose."

Tolliver said Virginia State Legislative Director **Pat Corp** was also in attendance as part of the NS group that addressed lawmakers. "Pat did a phenomenal job and really stepped up to the plate. So did NS."

He also had the opportunity to meet up with SMART Transportation Division President **Mike Futhey**, General Secretary & Treasurer **John Previsich** and National Legislative Director **James Stem**.

A cum laude college graduate, Tolliver is equally proud of his work as a local chairperson.

"A local chairperson who is doing his job is just as vital to the carrier as he is to the members. If a local chairperson does do his job, then workers are happy and the company is happy. A happy worker is a productive worker."

Local 662, Richmond, Va.

Following a special election held in April, **Jamie Rainier** has been elected local secretary and **Cecil Pinner** has been elected local treasurer, former Secretary & Treasurer **Jimmy Galbraith** reports. In April, Pinner attended the local treasurer's workshop held at the International in North Olmsted, Ohio, and received valuable training for the posi-

tion. In other news, Galbraith noted the retirement of member and General Chairperson **Jim Townsend** (GO 201) after 30 years of service and the death of retired member **Troy E. Ball** in February. He also praised the work of members **Everette J. Ready** (Afghanistan), **Edward Chappell** and **David Grizzard**, who are serving on active duty in the National Guard.

Local 1000, Minneapolis, Minn.



UTU Local 1000 officers represented the SMART Transportation Division April 4 at a public-comment open house for the proposed Northern Lights Express (NLX) passenger rail service connecting the Twin Cities and Twin Port via BNSF Railway. Environmental review studies have been completed and the project is moving into the design phase. "It's always great to see UTU members attend local government affairs and political events to advance our industry. The members' appearance before NLX helped UTU move and pass a NLX board resolution in support of union-run, -operated and -maintained passenger services," State Legislative Director **Phillip Qualy** said. Pictured, from left, are Local President **John Haggerty**, Qualy, Local Chairperson **Kevin Amoriello** and Vice Local Chairperson **Eric Carlson**.

Local 1043, Sparks, Nev.

Former retired Local Chairperson **Lee Wilkes** reports that his friend and mentor, Alumni Association member and former Local Chairperson **Robert C. Patterson**, 79, died April 11. He was buried with military honors.

Local 1608, Chatsworth, Calif.

The members of this Los Angeles Metro bus local are mourning the sudden death of fellow member **Shenita Coleman** May 5, Local Secretary **Jack Dedrick** reports. Coleman worked for Los Angeles MTA as a bus driver for 17 years and is survived by her husband, Harvey, son Raphael, and daughters Ranita and Tamara.

Local 1892, Houston, Texas

This Union Pacific local has amended its bylaws, effective in May, and all members should be receiving copies with a return receipt mailed to the secretary & treasurer. Local Chairperson **Dan Holak** reports. The local has also produced a "welcome booklet" for new members explaining unions, the SMART TD's structure, grievances, representation rights and other important information. Holak said that the local has a "time claims information" help sheet explaining how to file non-service time claims. Members who have not received this information should contact him at (832) 795-3827, or Secretary & Treasurer **Keith Green** at (832) 969-2252, for a copy.

Tornado Relief Fund

Local 1188 at Oklahoma City, Okla., has established a relief fund to assist their brothers and sisters who have been affected by May's tornado in Moore, Okla. "Several members of Local 1188 and Local 1042 in Oklahoma City have had their homes damaged or completely destroyed. There were also other brothers and sisters of other unions that had damage. We would like to assist our railroad family as much as possible and get their lives back together. All proceeds will go directly to members," said Secretary & Treasurer **Steve Freeman**. Donations may be made to "UTU Local 1188 Tornado Relief" at Arvest Banks or sent to Arvest Bank, 9350 S. Western Ave., Oklahoma City, OK 73139.

Obama nominates Charlotte Mayor Foxx to head DOT

Charlotte, N.C., Mayor Anthony Foxx breezed through a Senate hearing on his nomination to replace U.S. Transportation Secretary Ray LaHood.

Foxx told the Senate Committee on Commerce, Science and Transportation on May 22 that he would continue LaHood's crusade against distracted driving, look for creative ways to fund infrastructure and encourage the use of new technologies.

President Barack Obama announced April 29 Foxx as his nominee for the next Secretary of Transportation.

Foxx is currently the mayor of Charlotte, N.C., which he helped turn around since taking office in 2009. Both the city and country were going through a "bruising economic crisis," President Obama said.

"The economy is growing. There are more jobs, more opportunity," he said. "And if you ask Anthony how that happened, he'll tell you that one of the reasons is that Charlotte made one of the largest investments in transportation in the city's history."

"Since Anthony took office, they've broken

ground on a new streetcar project that's going to bring modern electric tram service to the downtown area. They've expanded the international airport. And they're extending the city's light rail system. All of that has not only helped create new jobs, it's helped Charlotte become more attractive to business."

The Charlotte Area Transit System (CATS) bus operation is manned by SMART Transportation Division operators and mechanics.

President Obama said that one of the best ways we can grow our economy and rebuild opportunity for the middle class is by putting more Americans back to work by investing in rebuilding our infrastructure.

In his State of the Union address, President Obama proposed a "Fix-It-First" program to put more people to work as soon as possible on our most urgent repairs.

"We need to modernize the infrastructure that powers our economy. We need more high-speed rail, and Internet, and high-tech schools, and self-healing power grids, and bridges, and tunnels, and ports that help us ship products all around the world stamped with three proud words: Made in America. That's how we're going to attract more businesses. That's how we're going to create more jobs. That's how we're going to stay competitive in this global economy."

President Obama also thanked current Secretary of Transportation Ray LaHood for his hard work and dedication to public service.

"Over the past four years, thanks to Ray's leadership, we've built or improved more than 350,000 miles of road — enough to circle the world more than 14 times. We've upgraded more than 6,000 miles of rail — enough to go coast to coast and back. We've repaired or replaced more than 20,000 bridges, and helped put tens of thousands of construction workers back on the job.

"He is a good man, and has been an outstanding public servant and a model for the kind of bipartisan approach to governance that I think we need so badly in this town," President Obama said.

Foxx's transportation credentials include his push for expanding the city's LYNX streetcar to UNC-Charlotte, the creation of the Charlotte Regional Intermodal Facility that transfers cargo between trucks and trains, and construction of a new runway at Charlotte/Douglas International Airport.

Foxx was born on April 30, 1971, in Charlotte. He was first elected to the Charlotte City Council in 2005, and was elected mayor on Nov. 3, 2009, winning 51.5 percent of the vote and defeating his City Council colleague, Republican John Lassiter. He won a second term on Nov. 8, 2011, winning more than two-thirds of the vote against Republican Scott Stone.



Foxx

Changes made to Discipline/Income Protection Program

Effective **April 2, 2013**, item 12 has been added to the list of exclusions for which benefits under the Discipline/Income Protection Program will not be paid to a participant who is suspended or discharged from employment for disciplinary/decertification reason.

Item 12 has been added to the list as a result of action taken by the SMART Transportation Division Board of Directors.

The complete list of exclusions is as follows:

1. Conduct endangering the life or livelihood of a fellow employee;
2. Unavailability for duty, sleeping on duty or missing calls;
3. Insubordination;
4. Misuse, theft or destruction of property of



the participant's employer;

5. Falsification of reports;
6. Failure to take or pass a required examination;
7. Failure to qualify for mandatory promotion;
8. Use, possession or evidence of intoxicants or illegal drugs while on duty or subject to duty;
9. Discipline due to criminal or civil action;
10. An act or acts, or failure to act, which constitutes a violation of public policy;
11. Involvement in altercations, verbal or physical; or
12. **If decertified, the failure to exercise seniority to its fullest that does not require a change in residence.**

SMART TD organizes two properties, reaches deal with LS&I

Operating employees at two rail properties were successful last month in their efforts to bring union representation to their workplace.

On May 20, the National Mediation Board certified that 70 percent of eligible employees at Chicago Terminal Railroad voted for representation by the SMART Transportation Division.

CTR operates three segments of track in the city and its suburbs, serving a variety of industries. It connects to Union Pacific at the North Ave. and Elk Grove locations, and to Canadian Pacific at its Bensenville, Ill., location.

The Class III railroad comprises 7.6 miles of trackage and 32 miles of storage tracks. It also interchanges with Kansas City Southern operations at Veals Yard.

The organizing effort was led by SMART Transportation Division Director of Organizing **Rich Ross**, who was assisted by International Organizer **Larry Grutzius**.

The train operators at the Sprinter Rail Facility in Escondido, Calif., chose SMART Transportation Division representation unanimously in a May 28 vote.

The Sprinter line is a 22-mile long light rail train system between Oceanside, Vista, San Marcos and Escondido, Calif., serving 15 stations.

The Sprinter runs every 30 minutes in each direction, Monday through Thursday, from

approximately 4 a.m. to 9 p.m., and has Friday and Saturday service that trains run later.

It is managed by Veolia Transportation Services, Inc., a major operator of commuter and regional rail services worldwide.

SMART Transportation Division-represented train and engine workers employed by Lake Superior and Ishpeming Railroad Company have ratified a new five-year agreement by an overwhelming 89 percent majority.

The agreement provides for substantial wage increases equal to the 2011 national UTU agreement, including percentage increases to crew consist payments, full back-pay and increases in training pay. It also provides improved bereavement leave, establishes a Rule-G bypass agreement and establishes a health and welfare benefit package that replicates the National Health and Welfare package, including the Early Retirement Major Medical Benefit Plan.

SMART TD International Vice President Dave Wier, who assisted with the negotiations, congratulates International Organizer **W.W. Lain**, General Chairperson **Dan Beckman** and committee members **John Hytinen**, **Tim Thomas** and **Jake Sinclair** for "the effort put forth in bringing the members' concerns to the bargaining table and negotiating an agreement with substantial improvements in wages and working conditions."

Board extends contract of Amtrak CEO Boardman

WASHINGTON – The Amtrak board of directors extended the contract of President and CEO Joe Boardman for his achievements in improving the operational and financial performance of America's Railroad and providing the continuity of leadership critical to the ongoing implementation of the company's strategic plan.

"We are extremely pleased with the progress Amtrak has made under the leadership of Joe Boardman," said Chairman Tony Coscia. "The changes Joe is managing within the railroad are resulting in real accomplishments and it is important for him to stay on, continue his work and provide leadership for the challenges and opportunities that lie ahead."



Boardman

At its May meeting, the Amtrak board of directors approved a two-year renewable contract for Boardman, who was appointed president and CEO in November 2008.

"As a result of the good work Amtrak employees across the company are doing to implement our plans and produce our achievements, the board of directors asked me to continue in my role," said Boardman. "Key to our current success is our improved financial position and our plans for growth are made more attainable because Amtrak is covering more of its operating costs, and costs are under control and in line with industry standards."

Under Boardman's leadership, Amtrak has experienced many accomplishments including record ridership and revenue, continued reductions in the need for federal operating support, a significant reduction of debt, the best ever system-wide on-time performance, expansion of state-supported services, the introduction of Wi-Fi service and eTicketing, and the creation and implementation of a corporate strategic plan.

In addition, he is managing new equipment orders for the Northeast Corridor (NEC) and long distance services, a major planning effort for the development of next-generation high-speed rail, a comprehensive employee safety program, enhanced security initiatives and numerous capital projects to improve Amtrak infrastructure, stations, maintenance shops and other facilities.

"If you are wavering on your commitment, that's exactly what the right wing hopes to achieve: a union-free environment with no rules, except the ones that employers can arbitrarily dictate."

– James Jackson, SMART Director of Canadian Affairs

Share your message of union pride, win an iPad mini

This article, submitted to the Members' Journal by James Jackson, SMART's Director of Canadian Affairs, applies not just to Canadian members and trade unionists, but to all of us in the United States, Canada and Puerto Rico. Share your message of pride via text or through a simple image meme to unionpride@smart-union.org and we will not only spread your message, but enter you in a contest for an iPad mini. All messages and related images will be placed on SMART's Facebook page at facebook.com/smartunion. The top entry with the most likes and the top entry with the most shares on the SMART Facebook site will receive a new iPad mini. The two winners will be announced on Labor Day, Sept. 2, 2013.

Joseph J. Nigro, General President

International Association of Sheet Metal, Air, Rail and Transportation Workers

UNION PRIDE

Unions are under attack, forever and a day, from all directions. If it is not coming from the federal government in Canada in the form of Bill C377 or other potential draconian legislation, then it is the provincial and/or local governments proposing similar ideas. Beyond those measures, we have the right wing-controlled media jumping on the union-bashing bandwagon at every opportunity.

All these attacks come because unions want to provide a better standard of living for working men and women, while ensuring a safe working environment for everyone. If unions want these for all working persons, not just union members, how evil can unions be?

Here are a few questions to consider:

Are you still proud of your union? Are you still proud to be a union member? Are you still proud of the decision you made to be a union brother or sister, or are you succumbing to mounting pressure from the right wing that insists unions are bad and the world would be better without them?

If you are wavering on your commitment, that's exactly what the right wing hopes to achieve: a union-free environment with no rules except the ones that employers can arbitrarily dictate.

Next question.



SMART General President's Column

By Joe Nigro

If there were no unions, would you be earning the wages and benefits you currently receive? Would there be overtime pay for hours worked outside the regular workweek? Would there even be a regular workweek? Would paid holidays, parental leave or bereavement leave even exist? I believe we all know the answers. Without unions, none of these would exist. No employer or policy maker woke up one day and suddenly decided that overtime pay or parental leave or any of the advances working people made in the last century was the right thing to do. These advances came about because working people formed unions to fight for them and then protect what they accomplished.

I know we have the interest out there. Recently, I received email from a member asking if I had any union stickers or other paraphernalia that he could get to show "union pride." He did not say his union pride, just "union pride." It felt really good to read an email from a member who knows the meaning of those words.

It seems to me that we have become far too complacent over the years when it comes to the union bashing going on out there.

Fighting fire with fire does not always work, and it can create an even bigger fire. But if we fight fire with water, we can put the fire out, and that is what we want – an end to union bashing.

It is high time we started showing more "union pride." We must

begin to speak positively about ourselves and not take for granted the things we have today – protections and benefits that our brothers and sisters in the past fought hard to obtain. There are over 3 million union members in Canada. If just once a day, every union member said something positive about their union, there would be over 3 million positive statements a day and over

a billion in a year. Do you think any right wing-minded government or media can match that? Even if only 10 percent of our union brothers and sisters made a single positive comment, that would be very difficult for the naysayers to match. Saying something positive about ourselves not only makes us feel good, but others start to listen as well. More positive statements generate more listeners and the possibility of a wide-reaching change in attitude.

With all the existing technology, it should be so easy to get the positive message about unions out there, but we are not doing it enough.

On the basis that a lot of union pride is out there, I am asking every Sheet Metal and Transportation member in SMART to help us share your union pride message as widely as possible.

Fraternally with union pride,

James Jackson, SMART Director of Canadian Affairs



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Previsich appointed to National Freight Advisory Committee

On May 30, 2013, I was appointed by the Obama administration to the Department of Transportation's National Freight Advisory Committee. The NFAC is a cabinet-level committee created to implement the freight provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L., No. 112-141.

The committee will report directly to the Secretary of Transportation.

In a press release from the DOT, Secretary Ray LaHood said:

"The objective of this committee is to provide information, advice, and recommendations to the U.S. secretary of transportation on matters relating to freight transportation in the United States.

"It is the policy of the U.S. Department of Transportation to improve the condition and performance of an integrated national freight transportation system that is safe, economically efficient, and environmentally sustainable, and that provides a foundation for the United States to compete in a global economy.

"The NFAC shall undertake information-gathering activities, develop technical advice, and present recommendations to the secretary to further inform this policy, including but not limited to the following."



Officers' Column By SMART Transportation Division General Secretary & Treasurer John Previsich

Secretary LaHood went on to list the following objectives:

The inclusion of labor representatives at the highest level of such discussions is an opportunity for input into the decision making process that will benefit our members for years to come.

- Development of a national freight strategic plan;
- Establishment of the National Freight Network;
- Development of strategies to help states implement state freight advisory committees and state freight plans;

- Development of measures of condition, safety and performance for freight transportation;

- Development of freight transportation investment, data and planning tools;

- Addressing issues relating to the implementation of freight-related requirements of MAP-21; and,

- Addressing issues of freight transportation policy and programs, including legislative recommendations.

The secretary will use this advice, information and recommendations in interagency discussions in the establishment of a national freight policy.

This appointment will permit the concerns of our members in the rail, airline and bus transportation industries to be placed squarely on the table for consideration and inclusion in the talks leading to the establishment of a "national freight plan" for the 21st century.

The inclusion of labor representatives at the highest level of such discussions is an opportunity for input into the decision making process that will benefit our members, and all of labor, for years to come.

The Obama administration deserves credit for ensuring that the interests of working people are a part of the nation's long term transportation planning.

State Watch

News from UTU-SMART State Legislative Boards

Colorado

An amended bill S.B. 13-252, which would force Colorado's electric cooperatives to reduce coal use by mandating an increase in renewable energy sources, was passed by the House of Representatives April 30, State Legislative Director **Carl Smith** reports.

It must now be returned to the Senate, and, if approved, will be sent to Gov. John Hickenlooper's desk.

"This is where we all need to make our voices heard," Smith said. "We need to tell Gov. Hickenlooper to veto this bill. It will have a negative impact on the economy by raising electricity rates and costing us mining jobs, railroad jobs and jobs in related businesses that depend on coal.

"The impact expected by S.B. 13-252, coupled with the pending effects of Colorado's 2010 law to reduce coal use, will negatively affect Union Pacific's and BNSF's 4,500 Colorado employees, who work to move Colorado coal to state utilities.

"Every job in day-to-day freight rail operations sustains another 4.5 jobs elsewhere in the economy, so the potential negative impact on Colorado jobs is significant."

Smith said that although SMART's Transportation Division has worked with other progressive groups in the past who support this legislation, SMART members need to fight this bill to protect their livelihoods.

Iowa

State Legislative Director **Jim Garrett** recently worked to get an hours-of-service law passed in the state Senate regulating contract van drivers who transport rail workers to and from work.

The new law states that a driver who operates a vehicle for hire holding seven or more passengers but less than 16, and uses that vehicle to transport railroad workers, is subject to the fol-

lowing limitations: A driver may not drive a service vehicle for more than 10 hours after eight consecutive hours of rest; shall not drive for any period after having been on duty for 15 hours following eight consecutive hours of uninterrupted rest; and shall not accept a call for service from a railroad employer during a period of uninterrupted rest.

Garrett said for the purposes of this bill, "on duty" means all time from the time the driver begins work, or is required to be ready to work, until the time the driver is relieved from work and all responsibility for performing work.

The law applies to all Iowa crew van drivers, as well as crew van drivers from the surrounding states that utilize Iowa highways.

Michigan

In a special election held April 29, the Michigan State Legislative Board elected **Donald Silseth** of Local 313 at Grand Rapids to the office of assistant state legislative director, following the retirement of **Jerry D'Ortenzio**.

Silseth was challenged by Local 72 Legislative Rep. **William Miller**, who also serves as secretary of the state legislative board.

D'Ortenzio retired in November after 40 years of service.

Minnesota

Gov. Mark Dayton has signed into law SMART TD-proposed legislation that assures federal rail labor rights be in effect for any new start passenger or commuter rail service, State Legislative Director **Phillip Qualy** reports.

The legislation grants the Minnesota Department of Transportation commissioner authorizing powers to contract with Amtrak, sets liability and indemnification requirements and states that if the DOT, or a third party contracting with DOT, operates any new-start service, all contracts will be subject to the Railway Labor Act, Federal Employers Liability Act, the Railroad Retirement pension system and other federal labor laws.

"Thanks to the hard work of State Director Phillip Qualy, this legis-

lation should be used as a model for the rest of the country in protecting the rights of railroad employees in cases where state or local governments intend to operate or lease rail passenger lines," said SMART TD advisor Larry Mann.

"This is an important step forward for passenger rail and rail labor in Minnesota. We want to thank SMART Transportation Division President Mike Futhey and also thank Larry Mann for his assistance with DOT's chief counsel and legislative leadership. We are now in business to run more passenger rail service in Minnesota. This is a tectonic win for future generations of railroaders," Qualy said.

The board has also weighed in on legislation limiting truck weights, assuring that frac and silica sand mining grow without undue delay or taxation, and advocating \$37 million for Southwest Light Rail and increased funding for grade crossing signal improvements.

North Dakota

North Dakota Legislative Director **Jim Chase** successfully lobbied the legislature to include \$10 million dollars in a matching TIGER III grant for a project to raise track and bridges and other upgrades near Devils Lake, N.D., which provide relief from future floods.

A 20-mile segment of line and two railroad bridges between Devils Lake and Churchs Ferry have been closed several times over the past few years due to flooding. In 2009, BNSF rerouted dozens of trains around the segment because of rising water. Amtrak also operates trains along the route as part of its Empire Builder service between Chicago and Seattle. Estimated to cost nearly \$100 million, the project will also be funded by BNSF and Amtrak.

"The completion of this project will ensure the long-term viability of freight and passenger rail operations through North Dakota and the entire Empire Builder route," Chase said. "Despite no state money being originally appropriated for highway or rail grade safety projects, we were also able to help secure \$500,000 for rail safety projects in the next biennium."

Projects eligible for this money are railroad quiet zones, installation or upgrade active of passive warning devices, construction of crossing surfaces, crossing relocation and elimination of sight-distance obstructions.

Bus Department

By **Bonnie Morr**, Vice President-Bus

bmorr@smart-union.org

Feeling tired at the end of the day, a little stressed – wondering if this job makes me look fat?

If you are a bus driver, the answer is probably yes, according to an *NBC Today* online article about a survey conducted for the Gallup-Healthways Well-Being Index.



Morr

According to the article by *TODAY* contributor Amy Langfeld, transportation workers have a 36 percent obesity rate, the highest rate among 14 occupation groups measured by Gallup, based on interviews with more than 139,000 American workers. For manufacturing workers, 30 percent are obese, followed by 28 percent of installation or repair workers and 26 percent of office workers.

The study found several factors were likely responsible for worker obesity, including a lack of proper exercise, unhealthy eating and a history of depression.

The problem of depression has impacted many transit operators across the country. We are one of the most regulated occupations – from Federal and state governments, to local municipalities. And let's not forget our employers, public or private.

The bad news for transit workers is no surprise. According to Ed Watt, who operated a New York bus for 20 years and now serves as health and safety director for another labor organization, it's the nature of the business.

"First, the sedentary nature of the work, sitting much of the day with the inability to move around, even for bathroom breaks," Watt said. "The second is the mobile nature of the job leaves poor food choices. So fast food rules.

"The other factor is that these jobs are highly stressful. The stress of the jobs results from high demand and low control over the work. Traffic, people and schedule are all big items that are beyond your control as a driver. As a result of the stress, many are inclined to mal-adaptive coping mechanism."

I think the factors mentioned above are all items that we, as transit operators, can relate to. I encourage all of our members, air, rail or bus, to do what is necessary so that you don't become a statistic.

We all know what we have to do. We've been taught what to do since we were kids. Let's all try to eat better, exercise a little more and visit our physicians regularly.

North Carolina Legislative Board



SMART Transportation Division Legislative Board officers attended the Democratic Party's 2013 Jefferson-Jackson Dinner in Raleigh April 27. Speakers at the event included former U.S. Rep. Brad Miller, U.S. Sens. Kay Hagan (N.C.) and William Cowan (Mass.) and U.S. Rep. David Price. "With our members' crucial financial support by contributing to UTU PAC, we were able to revitalize, rebuild and reinvigorate politicians that have the best interests of the membership of UTU-SMART in mind, and all of the working people of North Carolina, from the mountains of Murphy to the coast of Manteo," Legislative Director Ron Ingerick said. "From the support provided by UTU PAC, we are able to have an open door to our legislators and will be able to build a stronger bond and commitment from them when we need it the most." Pictured, from left, are Ron Ingerick Jr., U.S. Sen. Kay Hagan (N.C.), Legislative Board Secretary Debra Franklin and Assistant State Legislative Director Jared Costello.

Union insurance products for union families

Whole and Term Life Insurance



Protect your family's future today.

Life insurance provides a safety net for your loved ones after your death.

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UTUIA is proud of its commitment to provide quality life insurance products to its members and their families. We offer both permanent and term insurance so that you can choose how to best protect your loved ones.

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Whole life insurance provides guaranteed premiums, a guaranteed death benefit, guaranteed cash values and may pay dividends. It provides whole-life coverage up to age 121. At age 121, you will receive the death benefit plus any accumulated cash values.

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Term life insurance provides low premium costs with a guaranteed, maximum premium. It also provides coverage for a specific period of time, up to age 95. Conversion privileges guarantee your approval to a whole life insurance policy, without medical review or underwriting, and disability waiver of premium or accidental death benefit riders are available as optional benefits.

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This policy offers accident protection.

The UTUIA's Accidental Death and Dismemberment Policy offers guaranteed approval for all active transportation employees!

Three benefits levels to choose from

Premiums for the Accidental Death and Dismemberment Policy start at just \$6.50 a month.

For just \$19.50 per month, our best plan provides all of the following benefits:

- \$180,000 for death caused by common carrier
- \$90,000 for death caused by automobile
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- \$30,000 for dismemberment
- \$60,000 for double dismemberment
- \$600 per day for intensive care confinements
- \$60 per day for family lodging
- \$30 per day for family meals
- Up to \$1,800 for air ambulance transportation
- Up to \$300 for surface ambulance transportation

• Optional family rider covers your spouse and children and is available for as little as \$3 per month.

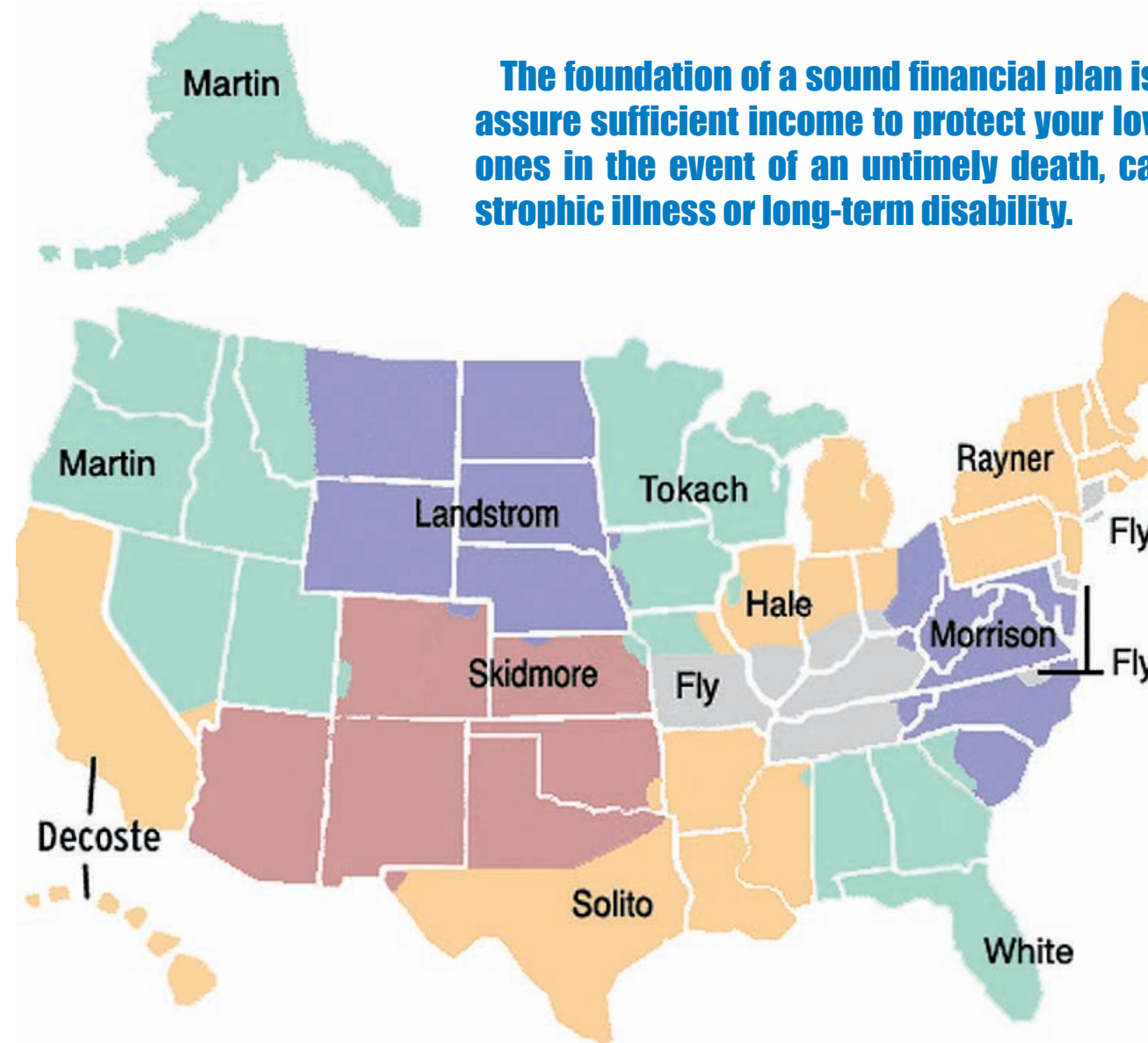
This policy provides benefits for accidents only. These benefits are not available for sickness. Some benefits provided under the optional family rider are less than those provided to the policyholder. Some benefits may vary by state.

Remember, as a transportation employee, your approval is guaranteed.



Visit us on the Web at www.utuia.org and select the "Contact Us" button. This will allow you to locate the field supervisor nearest to you. You can then send email or call by phone.

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The foundation of a sound financial plan is to assure sufficient income to protect your loved ones in the event of an untimely death, catastrophic illness or long-term disability.



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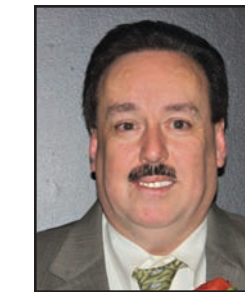
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Tony Martella
Executive Director of
Business Operations
and Insurance

Accident Indemnity

UTUIA's **Accident Indemnity** policy provides you with money when you need it most: when you've had an accident and cannot work.

This plan can help cover expenses you incur during any disability plan elimination period or any out of pocket medical expenses. **Your approval is guaranteed for active transportation employees.** The insured will be eligible for benefits under this policy if injury is caused directly, and independently of all other causes, from accidental injury.

Benefits are paid for: Emergency treatment, hospital confinement, ICU confinement, exams, physical therapy and ambulance service. A specified sum benefit also provides a benefit for things like dislocations, fractures, burns, lacerations and more.

The UTUIA offers two levels of benefits; a Platinum Plan and a Gold Plan. You choose the level of protection that's right for you and your family.

Spouse and Child Rider provides optional coverage for your spouse and children.*

*Certain restrictions apply. See policy for details.

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06/13

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UTUIA Cancer Plan

Cancer Hospital Indemnity

It is estimated that about 1,660,290 new cancer cases will be diagnosed in 2013. Cancer will strike one out of every two men and one out of every three women.

It is the second leading cause of death, exceeded only by heart disease. One out of four people in the U.S. will die of cancer.

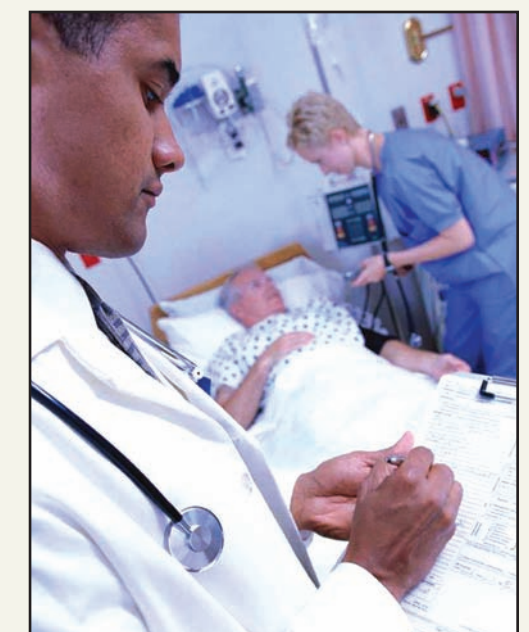
These statistics are alarming, but true. Cancer will affect the lives of many people, and the costs associated with cancer treatment can be devastating, not only to the person who is diagnosed with this terrible disease, but to their family members as well.

Since July 2008, UTUIA has offered to its members a new and upgraded Cancer Plan. The benefits include:

- First diagnosis benefit – \$2,000
- Hospital confinement benefit – \$300 per day
- Home recovery & convalescent benefit – \$100 per day
- Extended stay benefit – \$600 per day
- Bone marrow transplant benefit – \$15,000.

Less than \$1 a day covers you and your entire family!

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UTU
Alumni

UTU Alumni Association

News, information for members of the UTU Alumni Association

Labor historian Riehle co-hosts African-American history tour

Retired Local Chairperson **David Riehle**, 66, of Local 650 conducted a labor history tour in St. Paul, Minn., May 19.

The tour was given in conjunction with St. Paul's Untold Stories Series themed the Emancipation Proclamation in honor of the document's 150th anniversary this year. Each May, St. Paul celebrates labor history month by holding an "Untold Stories" series featuring lectures, tours and performances on labor history.



Riehle

The tour was co-sponsored by Minnesota Department of Transportation's African-American Employee Resource Group (AAERG) this year. This is Riehle's 15th year of involvement with the Untold Stories program and he is a member of the planning committee.

As a nationally recognized labor historian and academic, Riehle was asked to narrate the tour along with historian James Robinson (a scholar of the dining car waiters organizations) to a bus of about 50 people.

The two-hour tour called "Steel Rails, Strong Hearts," featured sites and settings associated with

the history of African-American railroad workers.

Sites visited were significant railroad structures, corporate offices, rail yards, commissaries and roundhouses.

They also stopped by the locations of the 1894 Pullman Strike and the shopcraft strike of 1922. They sought out neighborhoods where African-American railroaders had lived and discussed the segregation of those workers into positions of porter, waiter, cook and red cap until the 1970s.

Well-known African-American labor leaders were also discussed such as Maceo Finney of the Dining Car Waiters Union and Frank Ellis, a leader of the Brotherhood of Sleeping Car Porters.

When asked what he gets out of doing the tours, Riehle said, "What did I get out of it? Great personal satisfaction in being able to tell the story of the people who are generally left out of history – the working class."

Riehle began researching and writing about labor history for local labor publications in the 1980s and wrote much for the *St. Paul Union Advocate*. He was an officer of the St. Paul Trades and Labor Assembly (AFL-CIO). In the past, he's

given about 25-30 tours focused on labor history.

He is also working as a volunteer researcher for a documentary by Randy Croce (an award-winning maker of documentaries and a videographer) for the University of Minnesota's Labor Education Service (LES).

The documentary is about the workers who built the Minnesota state capitol building, circa 1896-1905. A 30-minute version is planned to be finished at the end of June, while a 90-minute version being prepared for public television will be finished at a later date.

He is also collaborating with the Minnesota African-American Museum in identifying graves of African-American veterans from the United States Colored Troops who fought for the Union in the Civil War.

Riehle was a member of the UTU for 32 years when he retired in February 2012 from the Union Pacific Railroad as an engineer. "Dave was one of the best local chairpersons ever," Minnesota Legislative Director **Phillip Qualy** said. "Other unions had him come in and sit in on investigations because he was just a master at cross examinations."

Former Vice President James Pierakos dies

Former UTU International Vice President James Pierakos, 80, of Hamburg, N.Y., died Dec. 21, 2012, following an extended illness.

A member of Local 1393 at East Buffalo, N.Y., Pierakos joined the UTU in December 1963 after hiring out with the South Buffalo Railway. He served as a UTU International vice president from 1982 through 1987.

He was a U.S. Marine veteran, having served during the Korean War, and was a longtime member of American Legion Post 63.

He is survived by his wife, Phyllis, children Pamela and George, and four grandchildren.



Pierakos

Auxiliary membership now open to retirees

The Auxiliary of the UTU recently received permission from SMART Transportation Division President Mike Futhey to allow retired UTU members to join the Auxiliary.

It has been decided that since retirees can no longer vote at meetings, they no longer have a conflict of interest and are free to join the Auxiliary.

"We are very happy to be able to welcome the UTU retirees as members," said International Auxiliary President Mae Parker of the change. "We've been working very hard to gain new members and this change will help in our efforts. I would like to take this opportunity to thank President Futhey and to welcome anyone who would like to join."

To join the Auxiliary, retirees may contact the International office at (216) 521-1161 to join the nearest local, or to start a new one. Retirees may also visit the Auxiliary's webpage at www.utu.org/auxiliary for more information. They may also visit and "like" their Facebook page by searching "Auxiliary of the United Transportation Union."

Members of the Auxiliary will be present at both SMART regional meetings in Boston and Anaheim and will have meetings of their own for

all members, prospective members, spouses and anyone else who would like to join them, on Tuesday at each location. Their meeting will kick off at 8 a.m., with a complimentary continental breakfast to be followed by the actual meeting from 9 a.m. until noon.

Recent Alumni enrollees: Membership kit may be lost

Members who enrolled in the UTU Alumni Association between April 15 and May 15 may not have received their "new member kits" due to a computer error.

If you joined the Alumni Association during the one-month span above and have not received your new member kit, contact the International at (216) 228-9400 or by e-mail at news_TD@smart-union.

We will verify your membership status and enrollment date and expedite the mailing of your new member kit and membership card immediately. We apologize for the inconvenience.

THE FINAL CALL

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

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
R	Robertson, Catherine D.	Coppell, Texas	773	Sanders, Roy E.	League City, Texas	1388	Bauer, James R.	Valley Park, Mo.
5	Burnett, Keith D.	Shawnee, Kan.	783	Hagwood, Charles H.	Garner, N.C.	1393	Zimpfer, Robert D.	Buffalo, N.Y.
195	German, Duane O.	Knoxville, Ill.	792	Seward, Samuel H.	Strasburg, Ohio	1418	Haglan, Kenneth J.	Conway, Pa.
206	Williams, Joe B.	Peru, Ind.	800	Orsini, Alfred	Rahway N.J.	1477	Nickerson, Bruce A.	Sun Lakes, Ariz.
212	Taggart, Bernard C.	Clifton Park, N.Y.	867	Wiebe, William D.	Pleasant Hill, Iowa	1477	Rebant, Robert E.	Eastpointe, Mich.
376	Jenkins, Eddie L.	Barnwell, S.C.	886	Kidd, Robert J.	Woodruff, Wis.	1524	Little, Charles L.	Leander, Texas
453	Johnson, Joseph A.	Newton, Ill.	980	Eiteuner, Peter J.	Mount Carroll, Ill.	1574	Wilcox, Edward S.	The Dalles, Ore.
511	Pelt, Weyman F.	Townville, S.C.	1137	Williams, James E.	Staples, Minn.	1608	Coleman, Shenita	North Hills, Calif.
597	Spata Jr., Angelo	Northlake, Ill.	1138	Queen, George E.	Juno Beach, Fla.	1770	Silverii, Frank A.	Victorville, Calif.
586	Tesso Jr., Michael J.	Crestline, Ohio	1245	Jackson, Jerrick A.	Atlanta, Ga.	1823	Breazeale, Aaron T.	St. James, Mo.
650	Schutz, Leonard P.	St. Paul, Minn.	1308	Evans, Joe L.	Memphis, Tenn.	1892	Kaminski, Jerome H.	Houston, Texas
662	Watts Jr., Wm. L.	Gladstone, Va.	1315	Slavey, Oscar W.	Independence, Ky.	1929	Frassato, Kenneth E.	Henderson, Nev.
706	Gibson Jr., Charlie I.	Boones Mill, Va.	1365	Evanoff, Leonard	New Castle, Pa.	1949	Barlow, Harold L.	Dunmore, Pa.
744	Lester, Charles W.	Peru, Ind.	1374	Brady, Harry L.	Cleveland, Ohio	1976	Vrablic, Judy Elaine	Chicago, Ill.

UNITED TRANSPORTATION UNION INSURANCE ASSOCIATION

NOTICE OF PRIVACY POLICY

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 or 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 have about you with the United Transportation Union.

Sharing this information assists us in:

- Processing the payment of your insurance premiums;

- Maintaining your insurance policies in force;
- Providing you with better customer service.

We may share the above non-public personal information we have about you with persons or companies that perform services 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 or non-affiliated third parties as 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 in order to provide products or services to you.

We maintain physical, electronic and procedural safeguards to guard your non-public personal information. This privacy policy applies even if you no longer have any policies or a relationship with us.



FRA cautions railroads about flat switching operations

WASHINGTON – The Federal Railroad Administration (FRA) May 3 issued an industry-wide safety advisory to warn about safety hazards associated with flat switching operations on railroads. Since 2009, six railroad employees sustained fatal injuries placing themselves between unsecured rolling equipment during switching operations, including one employee who was killed last year.

“Safety is our highest priority,” said U.S. Transportation Secretary Ray LaHood. “We are committed to taking the necessary steps to secure the safety of the traveling public, as well as those working in the transportation field.”

In flat switching, rail cars are diverted to the proper track to complete a train by one of two methods, either by “manually kicking” or “shoving to couple.” When rail cars are kicked, they are uncoupled from the switching locomotive while in motion, allowed to roll freely and are expected to couple with the other rail cars upon impact with the new train. When rail cars are shoved to couple, they are not uncoupled from the switching locomotive until they have already coupled with and are secured to the new train.

Through investigations of one of the six fatalities, FRA identified switching yard characteristics that may increase the risks of unsecured rail equipment rolling back onto an employee if an irregular grade is present in a flat switching yard.

During kicking operations, employees are at greater risk if the rail car doesn’t couple securely with other rail cars already resting on the destination track.

Vancouver, Wash., academy adds railroad career degree programs

VANCOUVER, Wash. — The International Air and Hospitality Academy has added a new program called the Northwest Railroad Institute. The new degree program will be the fourth such program offered in the U.S.

Students taking the six-month program will be provided with training for freight railroad careers including freight conductors, conductor trainees, brakemen, switchmen and yardmen. Training for engineers and passenger conductors is not yet available.

The degree will consist of nine units including yard switching operations, air brakes and train handling rules and hazardous materials practices and handling.

The institute reckons that nearly 20 to 25 percent of the rail workforce will be eligible for retirement within the next couple of years and entry-level jobs will become available.

“A diploma from the Northwest Railroad Institute soon will be a ticket for landing an entry-level job in the railroad industry,” said Terry Keene. Keene is a member of the school’s advisory committee and worked for BNSF Railway for 39 years and was a member of UTU Local 1977.

To start, the academy will only be accepting 50 students into the program. Students must have a high school diploma or GED to apply and be at least 18 years of age. The school will start to accept applications for the program beginning June 15 and classes are set to start July 15.

Similar programs are offered at two locations of Modoc Railroad Academy near Sacramento, Calif., and Marion, Ill., and at the National Academy of Railroad Sciences at Johnson County Community College in Overland Park, Kan.

“Kicking railcars is efficient, but it can also have significant consequences if rail carriers don’t have operating rules to safeguard employees to ensure that kicked rail cars are securely coupled,” said Federal Railroad Administrator Joseph C. Szabo. “Where there is risk of a rollback, shoving to couple provides absolute certitude.”

In 2010, FRA released recommendations developed by the Switching Operations Fatality Analysis Working Group (SOFA) that have been adopted by individual railroads in their operating rules.

The Safety Advisory 2013-03 warns railroad management and employees about the inherent dangers of employee movements between unsecured rolling rail cars.

It advises railroads to review and follow SOFA recommendations previously set forth in an FRA 2011 Safety Advisory and, where conditions exist, to develop operating rules that safeguard employees and advise employees to follow the rules.

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**Zero liability policy covers U.S. - issued cards only and does not apply to ATM transactions.



BNSF general committees merge

Continued from page 1

the SMART Transportation division. The next largest is GO 875 (LACMTA) with 4,331 members, followed by GO 049 (CSXT) with 3,408.

“I support the voluntary consolidation of general committees,” Futely said.

The consolidation agreement will serve as the bylaws for the new committee from June 1 until the committee’s next reorganization meeting on May 27-29, 2015.

Officers of the former general committees at the time of the consolidation will retain their positions until the reorganization meeting is held.

The headquarters of the new GO 001 will be the offices of the former GO 245 at 8250 W. 80th Ave., Stes. 7 & 8, Meadows Ctr., Arvada, CO 80005-4496.

UTU member shot and killed during robbery

Continued from page 1

because he did protect me from the four guys getting upstairs.

Jackson was the younger brother of Bishop Wiley Jackson, founder and pastor of the Gospel Tabernacle Cathedral. In a statement released May 7, Wiley Jackson asked that those responsible for his brother’s death to surrender.

“To the young men who committed this senseless act, as a man of faith and a minister of the Gospel of Jesus Christ, I have already forgiven you,” he said. “But I ask you to turn yourselves in so that you can begin the process of true redemption.”

LaHood gives Amtrak \$30M for Sandy repairs

WASHINGTON – U.S. Transportation Secretary Ray LaHood May 3 announced he is providing \$30.2 million to Amtrak to repair damage caused by Hurricane Sandy along its heavily-traveled Northeast Corridor. The funding comes from the Disaster Relief Appropriations Act of 2013 and is being provided by the Federal Railroad Administration.

“Amtrak serves as a critical transportation link throughout the Northeast Corridor, and we are committed to helping it rebuild from Hurricane Sandy on behalf of the thousands of riders who rely on it each day,” said Secretary LaHood. “We continue to do all we can to help make all of our storm-damaged public transportation systems whole again.”

Today’s grant reimburses Amtrak for \$20.1 million for expenses associated with pumping water from tunnels and debris removal and for immediate and on-going repairs to vital infrastructure needed to operate more than 2,000 trains along the Northeast Corridor each day. The balance of the grant money will fund repairs to the East Tunnel that connects Manhattan and Queens, the North River Tunnel that connects New Jersey and New York City, and other facilities.

Following Hurricane Sandy, four of the six tun-

nels between New York City and New Jersey flooded with seawater. Immense amounts of water and debris were removed from the tunnels and system-wide repairs had to be completed before service could be restored. The most critical damage was to electrical systems, particularly the Kearney substation, located in Kearney, N.J., plus signals, lighting, mechanical rooms, and emergency call boxes. The damage was caused by wind, heavy rains and saltwater.

“The storm’s wake demonstrates the necessity to not only rebuild, but to invest in our infrastructure so we are better prepared to withstand and recover from future natural disasters,” said Federal Railroad Administrator Joseph C. Szabo.

Additional repairs to rail, ties, ballasts, third rail signal systems, pump stations, circuit breakers and vital infrastructure are still on-going and are expected to continue throughout the summer months.

The appropriations measure was signed into law by President Obama on Jan. 29, 2013. The total appropriation related to Amtrak’s recovery from Sandy was \$32 million.

Support local food banks at 2013 regional meetings

There will be donation boxes at the regional meeting registration desks in both Boston and Anaheim to raise money for local food banks in the host cities. The SMART Transportation Division and UTU Insurance Association are asking each attendee to contribute at least \$1 to aid the less fortunate. This amount may seem miniscule, but \$1,000 can go a long way at a local food pantry.

UTUIA announces 2013-2014 scholarship winners

DISTRICT 1:

Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont

Conor W. Patak, son of **William J. Patak** of Local 898, Boston, Mass.; Robert A. Quinn, grandson of **Avido R. Quinn** of Local 645, Babylon, N.Y.; Kelsey M. Clarke, daughter of **William A. Clarke** of Local 277, Hartford, Conn.; Tim Wolff, grandson of **Lawrence E. Wolff** of Local 645, Babylon, N.Y.

DISTRICT 2:

Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania

John M. Gennuso, grandson of **Ronald L. Fell** of Local 1390, Trenton, N.J.; Alexa C. Bell, daughter of **Carmen J. Bell** of Local 1379, Pittsburgh, Pa.; Kelsey L. Firlein, daughter of **Brian K. Firlein** of Local 1378, Wilmington, Del.; Stephen J. Spruell, grandson of **Wayne E. Miller** of Local 340, Connellsville, Pa.; Victoria R. Evick, granddaughter of **Samuel L. Wagner** of Local 631, Brunswick, Md.

DISTRICT 3:

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia

Kimberly A. Papa, granddaughter of **Larry J. Batten** of Local 48, Norfolk, Va.; Carim M. Adams, granddaughter of **Robert J. Adams** of Local 1106, Rocky Mount, N.C.; William T. Winfrey, son of **William D. Winfrey** of Local 753, Memphis, Tenn.; Richard C. Kilpatrick, grandson of **James D. Chappell** of Local 974, Nashville, Tenn.; Kara R. Burcham, daughter of **Robert E. Burcham** of Local 62, Huntington, W. Va.; Landon E. Turbyfill, grandson of **Paul E. Emert** of Local 750, Knoxville, Tenn.; Nicole L. Goins, granddaughter of **Billy G.**

Vaughn of Local 118, Hinton, W. Va.; Madison L. Johnston, granddaughter of **Ollie I. Caines** of Local 1105, Wilmington, N.C.; Abbey N. Volpenhein, daughter of **Andrew J. Volpenhein** of Local 1190, Ludlow, Ky.; Kristen P. Looney, granddaughter of **Jack D. Gatlin** of Local 1053, Selma, Ala.; Joey L. Luiso, step-son of **Ben R. Evans** of Local 1557, Memphis, Tenn.

DISTRICT 4:

Indiana, Michigan, Ohio

Meredith J. Liedtke, step-daughter of **Timothy W. Rasgaitis** of Local 6666, North Olmsted, Ohio; Kaylee L. Ogle, granddaughter of **Ronald Ringlein** of Local 1709, Pontiac, Mich.; Derek A. Coffey, grandson of **John W. Case** of Local 145, Columbus, Ohio; Jesse A. Tomlin, grandson of **William A. Tomlin** of Local 14, Cincinnati, Ohio; Nick R. Bramel, grandson of **Larry J. Gabbard** of Local 14, Cincinnati, Ohio; Hansen J. Mechling, son of **Eric L. Mechling** of Local 1202, Fort Wayne, Ind.

DISTRICT 5:

Illinois, Wisconsin

Michael A. Cook, son of **Michael F. Cook** of Local 583, Fond du Lac, Wis.; Kelsey E. Johnson, granddaughter of **Ronald E. Mosby** of Local 469, Madison, Ill.; Stephanie J. Baxter-Ivey, daughter of **Allen F. Ivey II** of Local 1534, Chicago, Ill.; Breanna P. Seaton, granddaughter of **Jimmie J. Stanberry** of Local 768, Decatur, Ill.

DISTRICT 6:

Arkansas, Louisiana, Oklahoma, Texas

Morgan T. Fiorello, daughter of **Gerald J. Fiorello** of Local 1066, New Orleans, La.; Abraham L. Rutherford, son of **Larry R. Rutherford** of Local 1904, Houston, Texas; Laura B. Gibbon, daughter of **Daniel R. Gibbon** of Local 937, Mart, Texas; Shelby P. Vandeventer, granddaughter of **Robert F. Robinson** of Local 949, Sherman,

Texas; Tyler J. Cribbs, grandson of **Joe H. Odom** of Local 950, West Memphis, Ark.

DISTRICT 7:

Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota

Alexander C. Elston, step-son of **Gaylord W. Solberg** of Local 934, Alliance, Neb.; Shane D. Sams, step-son of **John S. Bartlett** of Local 763, Pittsburg, Kan.; Jenna L. Blad, daughter of **Matthew C. Blad** of Local 44, Phillipsburg, Kan.; Devon M. Keith, son of **Robert E. Keith Jr.** of Local 763, Pittsburg, Kan.; Candace A. Shacklette, granddaughter of **Norbert J. Shacklette** of Local 1823, St. Louis, Mo.; Natalie R. Johnson, granddaughter of **Warren W. Johnson** of Local 1292, Proctor, Minn.

DISTRICT 8:

Arizona, California, Colorado, Nevada, New Mexico, Utah

Matthew T. Dutro, son of **William J. Dutro** of Local 202, Denver, Colo.; Dylan C. O'Donoghue, grandson of **Denis J. O'Donoghue** of Local 240, Los Angeles, Calif.; Kahlil L. Bausley, son of **Lujen Bausley** of Local 1564, Los Angeles, Calif.; Bailey E. McAndrews, granddaughter of **James P. McAndrews** of Local 771, Needles, Calif.; Frank I. Benitez, son of **Eliceo Benitez** of Local 1563, El Monte, Calif.; Joseph C. Shelley, son of **Michael P. Shelley** of Local 1168, Clovis, N.M.

DISTRICT 9:

Alaska, Idaho, Montana, Oregon, Washington, Wyoming

Austin M. Spicer, son of **James P. Spicer** of Local 1348, Centralia, Wash.; Laura M. Webb, daughter of **Matthew T. Webb** of Local 324, Seattle, Wash.; Teal A. Hatten, granddaughter of **James F. Hatten** of Local 544, Havre, Mont.

There's still time to register for 2013 regional meetings

The 2013 UTU/UTUIA regional meetings have been designed to provide a grand sense of fraternalism, lots of worthwhile education and tons of fun for the whole family.

As before, each regional meeting will run for 2-1/2 days, ending early on the afternoon of the third day. The evening of the first day has been left unscheduled so you, your family and friends will be free to explore and enjoy the many offerings of the regional meeting cities.

UTU regional meeting registration and hotel information, as well as web links to make hotel reservations online, can be accessed by visiting www.utu.org and clicking on the "Meetings" box.

All those attending the regional meetings must be registered in order to attend any planned social function. Children ages 11 and under who are pre-registered are complimentary. The registration form is on the right.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the UTU International, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by June 21 for the Boston meeting or by July 19 for the Anaheim meeting or the registrant will be charged an on-site registration fee of \$200.

The pre-registration fee for the 2013 regional meetings is \$150 per member, spouse or child over age 11, the same fee charged the last six years. Additional fees apply for the golf outings. You must make your own room reservations, and certain deadlines apply.

The \$150 registration fee covers all workshop materials; a welcoming reception the night before the meeting; three lunches and one evening meal. Those wishing to attend only the workshops do not need to pay the registration fee. No one-day registrations are offered.

You may cancel your meeting registration 10 days prior to the first day of the meeting or the golf outing without penalty. Call the International at (216) 228-9400 or email rganath@smart-union.org immediately regarding any changes or cancellations.

Boston, July 1-3:

Westin Boston Waterfront, 425 Summer St., Boston, MA 02210; (888) 627-7115 toll free; (617) 532-4600 direct

Room rate: All rooms at the Westin Boston Waterfront have been reserved. The overflow hotel is the Seaport Hotel, 200 Seaport Blvd., Boston. For reservations call (877) 732-7678. Rates are \$149 a night, and the deadline for reservations is May 31 or until all rooms held for UTU are taken. Mention "SMART union" to get this rate.

Golf outing: The regional meeting golf outing will take place Sunday, June 30, at Norwood Country Club at 400 Providence Hwy. in Norwood, Mass. Telephone number is (781) 769-5880.

Anaheim, Calif., July 29-31:

Hilton Anaheim, 777 Convention Way, Anaheim, CA 92802; www.resweb.passkey.com/go/2013SMART

Reservations: (877) 776-4932 toll free; (714) 750-4321 direct; reservation code: SMT

Room rate: \$140 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability.

Reservation deadline: June 25, or until all rooms being held for the UTU are reserved.

Parking: \$22/day valet; \$16/day self park

Golf outing: The regional meeting golf outing will take place Sunday, July 28, at Coyote Hills Golf Course at 1440 E. Bastanchury Rd. in Fullerton, Calif. Telephone number is (741) 672-6800.

Tours in Boston, Anaheim

At both the Boston and Anaheim regional meetings, the UTU will be offering spouse/guest tours of regional attractions. The tours for the Boston regional meeting have been confirmed and include a trip to **Harvard University** and the **John F. Kennedy Library and Museum** on Sunday, June 30, and a Taste of American History tour on Monday, July 1, with a visit to **Boston's North End**. Meals are included.

Anaheim adventures include a tour of the **Queen Mary** and **Long Beach Aquarium** on Sunday, July 28, and an **Orange County shopping excursion** on Monday, July 29.

UTU REGIONAL MEETING REGISTRATION FORM

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

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

Arrival date: _____ Departure date: _____

Transportation type: Automobile Air Other

Member registration

Name _____ Local _____ Title (if any) _____

Home address _____

City/State/ZIP _____

Phone number () _____ Email _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
 Day 2 Lunch Dinner Both No meals
 Day 3 Lunch No meal

Spouse registration Boston Anaheim, Calif.

Spouse name _____ Title (if any) _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
 Day 2 Lunch Dinner Both No meals
 Day 3 Lunch No meal

Spouse/guest tour: Sunday or Monday (\$35/tour per registered spouse; \$75/tour per unregistered spouse)

Child registration Boston Anaheim, Calif.

Child name _____ Age _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
 Day 2 Lunch Dinner Both No meals
 Day 3 Lunch No meal

Child name _____ Age _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
 Day 2 Lunch Dinner Both No meals
 Day 3 Lunch No meal

Child name _____ Age _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
 Day 2 Lunch Dinner Both No meals
 Day 3 Lunch No meal

Child name _____ Age _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
 Day 2 Lunch Dinner Both No meals
 Day 3 Lunch No meal

Tour: Sunday or Monday (\$35/tour per registered child; \$75/tour per unregistered child) No. attending _____

Guest registration Boston Anaheim, Calif.

Guest name _____ Relationship to member _____

Home address _____

City/State/ZIP _____

Meals: Day 1 Lunch No meal Any dietary restrictions? _____
 Day 2 Lunch Dinner Both No meals
 Day 3 Lunch No meal

Spouse/guest tour: Sunday or Monday (\$35/tour per registered guest; \$75/tour per unregistered guest)

Special needs? (Circle appropriate responses): Registrant / spouse / child / guest is:
 hearing impaired / visually impaired / in wheelchair / other: _____

Golf registration Boston Anaheim, Calif.

Name _____ Handicap _____ Name _____ Handicap _____

Name _____ Handicap _____ Name _____ Handicap _____

(Golf fees are \$80 per golfer; include in total payment. Please provide names of others if foursome.)

Payment options

Check/money order enclosed (U.S. funds only) \$ _____

Credit card VISA MasterCard

Card number _____ Exp. date _____ Total charged \$ _____

Signature _____

Should additional space be needed, make copies of this form and attach to the original. Make checks or money orders payable in U.S. funds to "UTU Regional Meeting" and mail to UTU Regional Meeting, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333. Persons who do not pre-register for the regional meeting but choose to register at the meeting site will be charged an additional \$50. Space on the tours is limited; reservations are accepted on a first-come, first-served basis.



www.utu.org / www.utuia.org

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International Association of Sheet Metal, Air, Rail and Transportation Workers

Reps. announce public transportation caucus

WASHINGTON – U.S. Reps. Dan Lipinski (D-Ill.) and Michael Grimm (R-N.Y.) announced May 23 the formation of the Congressional Public Transportation Caucus aimed at addressing issues facing the country's public transportation systems, including rail, light rail, bus rapid transit and traditional bus service.



Lipinski



Grimm

The bipartisan caucus will provide a forum for members of Congress to engage in constructive dialogue on the challenges and needs of mass transit agencies across the country as increasing demand and decreasing funding are putting unprecedented pressure on America's public transportation systems. Both Lipinski and Grimm were endorsed by the SMART Transportation Division prior to the 2012 congressional elections. "Many SMART Transportation Division members are employed by the country's public transportation systems, from Los Angeles Metro to the Long Island Rail Road, from Philadelphia's SEPTA to Charlotte's CATS system. We fully support Reps. Lipinski and Grimm in this effort and appreciate their

understanding of the importance of public transportation," SMART Transportation Division President Mike Futhey said.

"Public transportation is vital to people from all walks of life in communities all across northeastern Illinois. Buses, trains and light rail that run safely and reliably reduce congestion on our roads, improve travel times across all modes, cut down on air pollution and make our communities more attractive places to live, work, and own businesses," said Lipinski, who sits on the House Transportation & Infrastructure Committee.

"New York City has the largest public transit system in the nation – transporting millions of commuters each day by bus, rail and ferry," Grimm said. "A strong public transport system is crucial to our economy and our livelihood, which is why it must be maintained and updated to meet growing demand and ensure the highest levels of safety. Unfortunately, there is currently a gap between where our public transportation infrastructure needs to be and where it is today, which is why this caucus is so important."

According to Lipinski's office, every dollar spent on transit generates an economic return of at least four to one.

For every \$1 billion of capital spending on transit, 24,000 jobs are created, according to a report by the Economic Development Research Group. Also, transit has been shown to increase nearby property values and relieve the economic costs and pollution caused by traffic congestion.



Please recycle

Photo of the month

UTU-SMART is always looking for good photos, and awards prizes to monthly photo winners.

UTU-SMART seeks photographs or digital images of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local, or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to UTU-SMART, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

High-resolution digital photographs should be in the JPEG format and emailed to "news_td@smart-union.org".

With each photograph, please include your name and UTU-SMART local number, the names of the persons in the photo (left to right), where the photo was taken, and all other pertinent information.

All photographs submitted become property of UTU-SMART.

Remember to review your employer's policies regarding use of cameras on the property or during work hours.



This photo was taken by Local 64 (Huron, S.D.) conductor **Brent W. Erdmann**. "I took this photo of CN 2614 climbing up Byron Hill while I was visiting family for the holidays in Wisconsin. The train was on its way to Joliet, Ill.," Erdmann said.

Inside this issue of UTU-SMART News:



Words of wisdom earn local officer opportunity on Capitol Hill. See page 2.



North Carolina Legislative Board attends Jefferson-Jackson Dinner. See page 5.



Labor historian Riehle cohosts African-American history tour. See page 8.



UTUIA announces 2013-2014 scholarship winners. See page 10.