



# Transportation Division News

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

## Steven Phares conducts again in retirement



Phares working as the on-board private car conductor on the "X-Trains" inaugural "Wine Railroad" trip to Santa Barbara.

Retired conductor and brakeman **Steven Phares** (Local 240 in Los Angeles) has continued to do what he loves in his retirement: conduct.

Phares retired from Southern Pacific Railroad Company Sept. 30, 2014, after 42 years of service. Days after his retirement, he was hired by the Fillmore & Western Ry Company (F&WRy) - a tourist line California's Ventura County Heritage Valley.

In addition to working with F&WRy, Phares was the on-board private car conductor on the inaugural trip of the "X-Train" Company's luxury train from Los Angeles to Las Vegas. Phares also is the conductor on his friend's Vino Wine Train that leaves from the Los Angeles Union Station and goes to Santa Barbara.

"When I retired I knew I was going to continue railroading in some form or another," Phares said. "My life has been a real blessing and working for the railroad has been a dream come true!"

## Calling all members: Legislative Action needed NOW!

Take one minute to contact your State and Congressional Representatives through the SMART TD Legislative Action Center (LAC) to tell them to DO THEIR JOBS and PROTECT AMERICAN WORKERS by voting:

**NO to Right-to-Work and YES to HR 233-Two-Person Crews!**

Using the LAC online is quick and easy: Just visit the SMART TD website at [www.smart-union.org/td](http://www.smart-union.org/td) and click on the Legislative Action Center (LAC) button located at the bottom right of the page.

Or, access the LAC directly at: [http://www.congressweb.com/smart\\_transportation](http://www.congressweb.com/smart_transportation)

At the LAC, you can also learn about the issues, see the voting record of your representatives and you can send emails directly to your reps. Remember, they work for you – they work for us!

Your voice matters, and our collective voices are stronger than any corporate agenda. We must work to protect our union and safeguard labor rights for SMART TD and all workers.



## Unity propels results in N.Y.

With roughly 340,000 passengers every weekday, the Long Island Rail Road (LIRR) is the busiest commuter rail system in North America—one of only a few systems in the world that run 24 hours a day, seven days a week, year-round.

In 2015, its fourth straight year with increased ridership, the LIRR carried 87.65 million passengers around New York City and its eastern boroughs and suburbs. Adding to LIRR's capacity is a top priority effort for the Metropolitan Transportation Authority (MTA).

SMART is working with New York Governor Andrew Cuomo on rebuilding and expanding the complex web of transportation infrastructure that feeds New York City. SMART TD GCA 505 General Chairperson **Anthony Simon** has been working on garnering bi-

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## Coming soon to the SMART TD website: *Around the Corner*

### An online platform for members, from members

A new section modeled after, "Around the SMART TD" of the *SMART TD News* will soon be included as a new online page on our website, to showcase news, photos, artwork and events from our members and locals around the country.

### SMART TD Members – we need your submissions!

Items to submit for *Around the Corner*:

- News from your Local!
- Alumni Chapter news!
- News from your state!
- Locals: Events, News, Rallies and Fundraisers!
- Member News!
- Member Achievements!
- Member Artwork (original painting, photos, writing created by members)
- Member's Pets (photographs)

### Here's what you'll find at *Around the Corner*, online:

- Carl's Corner – Alumni news, info, photos, legislative updates
- Pet Corner – send in your pet photos
- Local News – send in your photos, news, events
- Arts & Culture—showcase for member artwork, creative writing, photography

### When emailing your photos, stories or news items, please include the following:

- Subject line: write, 'Around the Corner'
- Local
- Your first and last name
- The first and last names of all those depicted in photo/story (left to right)
- The location and date of event
- A brief summary of event

Preferred format: Word or text documents and images in jpeg format.

Email your submissions or questions to: [news\\_TD@smart-union.org](mailto:news_TD@smart-union.org)

**NOTE:** SMART TD reserves the right to edit any and all submissions for content and clarity. SMART TD also reserves the right to reject or accept submissions.

Is your local involved in a charity?

Perhaps one of your brothers or sisters is doing something unique outside of work?

SLDs, is something happening legislatively in your state?

Retirees - are you doing something interesting with your retirement, or have a second career, or perhaps you've won an award?

We'd like to know about it! To have your story featured, submit your stories and photos to SMART Transportation Division by email to: [news\\_td@smart-union.org](mailto:news_td@smart-union.org)

## Inside this issue of *SMART Transportation Division News*:



Local 1626 asks for your help in members' time of need. See page 2.



President Trump meets with SMART leaders. See page 3.



SMART TD celebrates Black History Month. See page 4.



Registration open now for SMART TD 2017 regional meetings. See page 8.



# Around the SMART TD

## Locals 195, 445 & 1423, Galesburg, Ill.



SMART TD Locals 195, 445 and 1423 (all of Galesburg, Ill.) together raised \$1,100 for the Fish Food Pantry in Galesburg, reported Local 195 Chairperson Jerrod Sammons. The Fish Food Pantry provides food for the less fortunate families of the Galesburg area, Sammons said. Pictured here from left are Anne Gengenbacher of the Fish Food Pantry, Local 195 President Josh Ginther, Local 195 Chairperson Steve Winkler, Local 195 Secretary Betsy Galbreath and Sammons.

## Local 240, Los Angeles



Local Chairperson **Harry Garvin** reported that Local 240 will hold their 17th Annual Rail Classic, a golf tournament for railroaders, Monday, May 22, 2017, at the Sierra Lakes Golf Course at 1 p.m. with a four person scramble shotgun start. The Sierra Lakes Golf Club is located at 16600 Clubhouse Dr., Fontana, CA 92336.

The cost to attend is \$75 per person and includes golf, Tri-Tip Bar-B-Q Banquet and prizes. Friends and relations are welcome. At least one member of your golf foursome must be a railroader.

Reservations can be made by calling Garvin at **909-481-7261** or **909-261-8878**, or by email at [Loc240@aol.com](mailto:Loc240@aol.com).

Please remit payment and reservations by **April 28** to: Harry J. Garvin Jr., P.O. Box 8296, Alta Loma, CA 91701.



## Local 1701, Montebello, Calif.

General Chairperson (GCA 20) **Tom Pate**, who represents Montebello transit members of Local 1701, reported that the local has recently reached an agreement with the city of Montebello.

SMART TD represents the storekeepers, service workers, mechanics and operators employed by the city of Montebello, the third largest municipal bus system in Los Angeles County, Calif.

With the agreement, members will receive their first wage increase since 2008. A 3 percent increase is retroactive to January 1, 2017, with another 3 percent increase scheduled for July 1, 2017. Members will also receive contributions to the California Public Employees' Retirement System (CalPERS) paid through June 30, 2018. The agreement improves work rules on bidding and changing work schedules.

"This has been a difficult process with nine months of negotiations. We finally had to request mediation through California's Public Employees Relations Board to come to an agreement," Pate said. "This could not have been accomplished without the commitment and efforts of Local President **Albert Rivers**, Secretary **Don Olguin**, Local Chairpersons **Cecilia Lopez** and **Betty Vasquez**, and International Organizer/Representative **Bonnie Morr**.

"The members of Local 1701 learned how important it is to be politically engaged with the city's leadership. Montebello's Mayor Art Barajas and council member Vanessa Delgado were very supportive to SMART TD and instrumental in getting this agreement passed. California State Legislative Director **JP Jones** also provided valuable information during negotiations."



This photo was taken at a fundraising event for Montebello's Mayor Art Barajas. Pictured from left are Local Chairperson Cecilia Lopez, Vice Local Chairperson Javier Olvera, General Chairperson Tom Pate, Mayor Art Barajas, Local 1701 member Nellie Panagakos, Local President Albert Rivers and Local Chairperson Beatriz Vasquez.

## Local 1813, West Colton, Calif.

Local 1813 President **Richard Acuña** announced that **Dave Webster** retired in January with 55 years of service. Webster has been a member since November 1962. He hired out at the Indio, Calif. yard and worked there until the yard closed in 1973. After the closure, Webster relocated to Colton, Calif., where he was a switchman and part-time brakeman for Union Pacific. Congratulations Brother Webster.

## Local 1626 asks for your help in members' time of need



Twelve-year-old Lucas Dinsmore, son of Local 1626 member TJ Dinsmore, is being treated for Lymphoma for the second time. The Dinsmores lost an older son to Leukemia when Lucas was 15 months old.

Local 1626 President **Vern Gillis** wrote the following plea for help on behalf of Brother Dinsmore and his family.

"As we get older we start being able to put all things into perspective. What I know for sure is that family is not just an important thing, it's everything. For us wage-earners we soldier on every day for the sake of our families, we work hard to provide all the love, health and wealth we can manage. When one of our union brothers or sisters is suffering, it affects us all.

"The Alaska Railroad Local 1626 has a long-standing tradition of taking care of its members and now we are reaching out to you to help us in a time of profound need. **TJ Dinsmore** is a third-generation railroader whose son Lucas, now 12-years-old, was diagnosed with lymphoma at the age of 5. Lucas was treated and appeared cancer-free until August 2016.

"Leukemia has already devastated this family as Lucas' older brother died in 2004 after losing his battle to the disease. TJ's family knows what it means to deal with indescribable emotional and financial pain.

"Local 1626 has been showing support and compassion for the family as best we can through these tough times: through visits, fundraising efforts, vacation-time donations and anything else we can think of to help.

"We've generated support in non-traditional ways, too. Recently, our members unanimously voted to donate a sizeable amount of money to Lucas' family after settling several grievances with a carrier; retired Engineer/Terminal Manager Pete Hackenberger designed special Alaska Railroad hats made up with 'Go Lucas' on the side with all proceeds going to the family; and in our community the Anchorage Great Harvest Bread Company set up a program called Loafs of Love and sold 1,000 loaves of specialty breads, donating all proceeds to the Dinsmore family.

"It has been an honor to support the Dinsmore's, but it hasn't been enough. An Alaska Railroad employee created a GoFundMe page in order to fund the balance of tests and treatments Lucas has already received, but it hasn't generated the amount necessary to cover those expenses. In the spirit of family, we ask you to consider supporting Brother Dinsmore and Lucas on this impossible journey."

Members can make a donation by going to <https://www.gofundme.com/p/tmw3>.



# 100 years of railroad labor history continued: 1964 - present

**1964:** Mass Transportation Act passed July 9, which authorized the Housing and Home Finance Administration to provide assistance for the development of mass transportation systems, both public and private, in metropolitan and other urban areas.

**1966:** Department of Transportation Act of 1966 became law Oct. 15, creating the Federal Railroad Administration (FRA). The FRA was created to promulgate and enforce rail safety regulations and conduct research and development in support of improved railroad safety.

**1967:** Department of Transportation was inaugurated April 1.

**1969:** The Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen and Enginemen, Switchmen's Union of North America and the Order of Railway Conductors and Brakemen united to form the largest union of rail workers in the U.S., the United Transportation Union (UTU), Jan. 1.

**1970:** The International Association of Railroad Employees, a predominantly African-American union, joined the UTU.

**1970:** President Nixon signed the Passenger Rail Act of 1970. This legislation established the National Railroad Passenger Corporation to assume operation of inter-city passenger rail service.

**1971:** On May 1, the National Railroad Passenger Corporation began operating under the name Amtrak when Clocker No. 235 left New York's Penn Station en route to Philadelphia.

**1980:** Staggers Act - deregulated the rail industry to a significant extent - signed into law by President Carter Oct. 14.

**1983:** U.S. District Council of Railroads formed to coordinate activities of 47 railroad locals.

**1985:** The Railroad Yardmasters of America (RYA) became part of the UTU

**1985:** National COLA Fund was established to pay cost-of-living adjustments to retirees.

**1985:** UTU signed the infamous "Halloween Agreement" -- established caboose elimination, entry-level rates of pay, two-tier basis of pay -- Oct. 31.

**1994:** UTU struck the SOO Line July 14. Before the strike ended 47 days later, the BLE President allowed engineers to cross the picket line - of which 98 percent refused.

**2000:** BLE, UTU and Brotherhood of Railroad Signalmen (BRS) jointly testified against Remote Control Operation (RCO) before the FRA July 19.

**2001:** Railroad Retirement & Survivors' Improvement Act of 2001, which made improvements to railroad retirement, was signed into law May 24.

**2002:** Federal judge issued an injunction to prevent BLE from striking over Remote Control Operation, Jan. 16.

**2002:** UTU ratified agreement with the NCCC, which provided for the implementation of RCO, Aug. 2.

**2004:** Brotherhood of Locomotive Engineers (BLE) affiliated with the International Brotherhood of Teamsters Jan. 1st. Changed its name after 140 years to the Brotherhood of Locomotive Engineers & Trainmen (BLET).

**2004:** Brotherhood of Maintenance-of-Way Employees (BMWEE) members voted to affiliate with the Teamsters (IBT), Oct. 27.

**2004:** NCCC Section 6 notices to the UTU and BLET proposed single-employee operation of road freight trains, Nov. 1.

**2005:** Change to Win Unions left AFL-CIO

**2005:** Talks of a merger of UTU and SMWIA began

**2006:** UTU reaffiliated with AFL-CIO

**2006:** BLET members vote 2-to-1 to amend the constitution. Provided for a one-member-one-vote system of electing top officers, June 28.

**2007:** SMWIA & UTU merger agreement was negotiated & approved by SMWIA GEC and ratified by UTU membership

**2011:** Merger of UTU and SMWIA was confirmed by arbitration to form the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART). UTU is now the SMART Transportation Division or SMART TD.

**2011:** SMART joined massive labor and progressive community actions against multi-state attacks on workers' rights.

**2013:** SMART received official charter from the AFL-CIO

**2014:** SMART TD held its first Transportation Division Convention in San Diego, June 30 - July 2. SMART held its first general convention in Las Vegas, August 11- 14.



The presidents of the four UTU predecessor unions celebrate the founding of the United Transportation Union. Pictured from left: H.E. "Ed" Gilbert (BLF&E), Charles Luna (BRT), Neil Speirs (SUNA) and Clyde F. Lane (ORC&B). Luna was chosen as the first president of the UTU.



2014: SMART TD's first elected officers, including the SMART TD Executive Board, Board of Appeals, Alternate Vice Presidents, Vice Presidents, President and officers from the National Legislative office.

## SMART General President Sellers met with President Trump at White House

SMART General President Joe Sellers, Sean McGarvey, president of the North America's Building Trades Unions (NABTU); Terry O'Sullivan, president of the Laborers' International Union of North America (LIUNA); and other labor leaders participated in a day-one meeting with President Donald Trump at the White House. The meeting was held to discuss revitalizing American jobs and giving American workers a fair playing field, as described by White House Press Secretary Sean Spicer.

Earlier in the day, the President signed an

Executive Order withdrawing the United States from the Trans-Pacific Partnership (TPP), a deal opposed by American working families across the country and throughout the labor movement.

Below is a statement from General President Sellers on his meeting with President Trump.

"I was joined by SMART Government Affairs Director Steve Dodd and General Vice President Gary Masino in a meeting with President Trump and Building Trades leaders at his first work day in the Oval Office. Through-

out, we were regarded with respect and courtesy.

"We met with the President to hold a frank and honest discussion about the issues that lie at the heart of what our members and working families have on their minds: jobs, income security and the ability to get ahead in today's economy. We commend the President for moving ahead on the issue of foreign trade deals as he promised during his campaign.

"Our members know that we must get to work on rebuilding our American infrastructure. We look forward to working with the new administration as he turns his campaign promises into new jobs in order to do just that.

"An investment in our infrastructure wouldn't just benefit SMART members, it's an investment in the middle class. It's not solely roads and bridges—it includes our rail and transit networks, and upgrading schools, hospitals, universities, and energy assets, too.

"While we have not always agreed with the President or the Republican Party, our union will support what's best for our members and America's working families. We're ready to roll up our sleeves for our Union, the middle class, and the entire nation."



President Donald Trump (center) met with SMART General President Joe Sellers (right), SMART General Vice President Gary Masino (far left) and SMART Government Affairs Director Steve Dodd.



# SMART TD celebrates Black History Month

As SMART TD celebrates Black History Month, let us take a look at a few of the countless contributions of African Americans within the railroad industry.

From engineering, land surveying and building our railroads, to innovation and invention in the transportation industry, the significant achievements of African Americans helped revolutionize the American railroad and helped move our nation forward as a global leader in the industrial revolution.

## Inventors

**Andrew Jackson Beard**, born a slave in Alabama, became a railroad employee and invented the Jenny coupler in 1897 after losing a leg using the dangerous link-and-pin coupler. The Jenny coupler, utilizing interlocking jaws, was the first automatic coupler allowing brakemen to avoid having to risk limbs while manually coupling cars.

**Elijah McCoy** invented an automatic lubricator for oiling steam engines in 1872.

**Granville Woods**, known as the “Black Edison,” was a railroad fireman and locomotive engineer who invented a telegraph system in 1887 that was used to communicate between trains and tower telegraphers to advise the distance between moving trains. He also invented overhead electric conducting lines in 1888—now known as catenary wires; and a railroad air brake in 1902.

## Engineers

The men and women below are the first-recorded African American locomotive engineers who paved the way for others:

**William A. Riley Sr.**, was the first African American to be hired at Union Pacific’s Bailey Yard in North Platte, Neb. Riley hired out with UP in October 1968.



Riley in the cab of a Union Pacific locomotive. Photo property of UP.

“Bill fought racism with grace and dignity, and earned the respect of his peers through hard work and professionalism,” Mrs. Riley told UP.

Riley was inducted into The Golden Spike Visitors’ Center and Museum Hall of Fame as North Platte’s first African American locomotive engineer. His story and many of his personal items from working on the railroad are displayed at the museum.

Riley died Sept. 18, 2011, while on duty. At the time of his death, he had logged over 2 million miles on the rails with no major mishaps.

**Sylvia Duckens**, a member of Division 206 of the Locomotive Engineers, was the first black woman engineer to work for the Santa Fe Railway. Duckens graduated from the University of Mary Hardin-Baylor with a degree in psychology and sociology in 1975. She had trouble finding a job and when she heard that Santa Fe was hiring, she applied although she had her doubts. Duckens was one of 29 black women to apply. She went through training in Temple, Texas and in Topeka, Kan., with a



Duckens operates a train in the cab of a Santa Fe Railway locomotive. Photo property of SMART TD.

class full of men. Duckens said that her degree in psychology was put to use while working in a white male-dominated field.



Justus explains her job from the cab of a UP locomotive. Photo property of UP.

**Edwina Justus** was the first female African American engineer to work for Union Pacific. Justus began her career at UP in 1973 as a clerk at one of the Omaha, Neb., facilities. In 1976, Justus applied for a job opening for an engineer in North Platte, Neb. She didn’t expect to get the position, but she was hired.

Justus was trained in Cheyenne, Wyo., where she met her husband, Arthur, who was also an engineer. She worked for 22 years as an engineer, before she retired in 1998 and moved back to Omaha.

**Brenda Webb** was one of three women who were the first to pass Chessie’s (now CSX) six-month locomotive engineers’ training school in 1979. Webb was the first African American woman to be hired by Chessie as a locomotive engineer. She began her career with Chessie as a clerk in Baltimore.



Webb was the first African American female hired by Chessie. Photo property of CSX.

“As a yard clerk, I had the opportunity to talk to locomotive crews everyday. They told me what the job was like,” Webb told Chessie. “I had a hard time with the electrical field, but I was determined to keep up. I studied more during the five weeks of classroom work than I ever did in high school. The happiest day of my life was when I got my promotion.”

## Railroad Union Leaders

**Thomas Redd**, born in 1865, was a brakeman on the Illinois Central Railroad. Redd helped found the Association of Colored Railway Trainmen and Locomotive Firemen (ACRT) in 1912. In 1920, Redd became chairman of the union’s grievance committee and became president of the Louisville, Ky., chapter by the late 1920s. The Illinois Central refused to recognize the ACRT and would only talk to Redd as an individual and not as a union representative.

The Bureau of Labor Statistic’s 1936 Handbook of American trade-unions noted, “Negroes are ineligible for membership in most of the standard railroad unions and have therefore formed their own, somewhat sporadically and for the most part locally.”

Redd decided to try to form a national movement, hoping for strength and recognition from having more members. A publicity campaign was organized and dozens of delegates from local organizations met in Chicago in September 1934 and the International Association of Railway Employees (IARE) was formed. At the first meeting, delegates did not have authority to organize, but met again in November 1934 in Washington with the authority they needed. Redd was elected as the first president and Robert L. Mays was elected as secretary. There were 28 locals that represented a total of 15,000 black railroad workers. The IARE remained relatively small and did not have much power, however, the legal challenges it launched in the 1940s and 50s over discrimination were eventually successful.

**Arthur Davis Shores**, a black attorney from Alabama, served as general counsel for the IARE. In 1941, he took on the case of Steele v. Louisville & N. R. Co. in which B. W. Steele (an IARE executive) argued that an agree-

ment between the railway and the Brotherhood of Locomotive Firemen and Enginemen (BLFE) was illegal. He held that a white-only railroad union could not exclude blacks and then deny them better jobs because they were not union members. The BLFE had made an agreement with the L&N that whites would get the traditionally dirty and dangerous fireman job on the cleaner and safer diesel engines. Shores worked on the case with Charles H. Houston, who argued it in front of the Supreme Court in 1944. Shores and Houston won the case and the BLFE and L&N had to abandon their agreement. As a result, in 1951 an agreement was made with the IARE in which black firemen retained their jobs on diesel engines.



Shores

Shores is also noted in history as one of the few black attorneys in Alabama and the first to represent his own clients in court in Alabama (most blacks performed the background work of a case and handed it over to white attorneys to take the cases to trial). In his fight for civil rights, Shores faced threatening letters, phone calls and at least three bombs at his home.

Shores is now remembered and admired in Birmingham, Ala., for his role in bridging the gap between whites and blacks. Shores died Dec. 16, 1996 at the age of 92.

**John Wesley Whitaker** began his railroad career as a youth with a summer job on the Georgia Northern Railway. During World War II he took a break from railroading and became one of the famed Tuskegee Airmen. After the war, Whitaker became a locomotive fireman on the Central of Georgia Railway and was one of the founders of the IARE.

In 1964, Whitaker became the Central of Georgia’s first African American locomotive engineer. Later on, he was promoted to road foreman of engines on the Southern Railway and became that railroad’s first African American transportation officer. He went on to serve as one of Southern’s first road foreman instructors in the locomotive engineer training program.

Whitaker became the second and last president of the IARE. In 1971, Whitaker signed a merger agreement with United Transportation Union (UTU) President Charles Luna, dissolving the Association of Railway Trainmen & Locomotive Firemen-International Association of Railway Employees (ARTLF-IARE) into the UTU. Effective Sept. 1, 1971, the UTU assumed all bargaining agreements held by the union and created two new locals for members of the former ARTLF-IARE.

Whitaker retired in 1981 as a trainmaster. On Oct. 30, 2001, Norfolk Southern named its new intermodal terminal in Austell, Ga., after Whitaker. At the dedication ceremony, Whitaker said, “I am deeply honored to have my name on this facility, but I didn’t achieve all these things alone. We knew we were doing the right thing. We had to keep moving forward. We were trying to help ourselves and our families and pave the way for others.”

Whitaker died Feb. 27, 2002, in Moultrie, Ga., at the age of 80.



Whitaker gets his orders from railroad officials over the radio. Photo property of NS.



State Watch

News from SMART TD State Legislative Boards

Arizona



Left: Arizona State Legislative Director Scott Jones stands with Local 1081 member and Ariz. House Representative Richard Andrade on the floor of the House on opening day, Jan. 9, 2017.

SMART TD member (Local 1081) and Ariz. House Representative **Richard Andrade** introduced a two-person crew bill last year that died in committee. Nevertheless, it caught the attention of Union Pacific and BNSF. As a result, both railroads significantly increased their PAC support to state candidates in 2016, State Legislative Director **Scott Jones** said.

Arizona Secretary of State records show 22 of the 30 State Senators and 44 of the 60 House Representatives (both democrats and republicans) received contributions from the two railroads.

Jones said as a result of the railroad’s contributions, he and Andrade faced an uphill battle trying to gain co-sponsors for this year’s two-person crew

bill. All bills needed to be submitted by Feb. 10 to be considered and members of both parties refused to sponsor the bill this year.

Colorado

Colorado State Legislative Director **Carl Smith** reported that the Colo. Southwest Chief Commission is determined to get passenger rail along the Interstate 25 corridor and Colorado’s Front Range.

Projections of population growth to 5.9 million people by 2020 and 7.1 million by 2050, requires that the state look beyond expanding interstates to passenger rail to support the population growth and subsequent transportation needs.

The commission has been working since 2014 to find ways to preserve and expand Amtrak’s long-distance route that runs through the state. The commission is scheduled to disband this summer, but a new bill was introduced Jan. 31 to continue and expand the group’s mission.

Missouri passes Right-to-Work, N.H. House says NO!



The state of Missouri recently passed a right-to-work (for less) bill and Mo. Governor Eric Greitens (R) signed the bill into law Feb. 6, making Missouri the 28th state to pass right-to-work legislation.

In a close vote, the New Hampshire State Senate voted 12-11 to pass right-to-work legislation. The bill then went to the Republican-controlled House for a vote and was expected to pass. The bill surprisingly failed in the House 200-177, with 32 Republicans voting against the measure.

The State House went even further and voted to indefinitely postpone consideration of right-to-work. This means that the

N.H. House cannot vote on another Right-to-Work bill for the next two years.

N.H. Governor Chris Sununu (R) was expected to sign the bill into law if it passed in the House.

According to the AFL-CIO, states that have enacted these so-called right-to-work laws have lower wages and incomes (about \$6,000 less per year); little or no health insurance coverage and pay higher premiums; higher poverty rates; higher workplace fatality rates by 49 percent; and lower investments in education. These laws not only hurt unions, but the members who depend on the union as well.

Right-to-Work introduced in Ohio House

On February 13, 2017, Rep. John Becker (R) introduced House Bill 53 (H.B. 53), a right-to-work measure designed to weaken collective bargaining rights for public and private employees.

If passed, H.B. 53 would allow public sector employees to opt-out of joining a union or paying union dues, and would eliminate state-mandated “fair share” or agency fees used for collective bargaining purposes. Current state law allows collective bargaining agreements to require collection of “fair share” fees from non-union employees. The measure would also enable unions to opt-out of representing employees who choose not to join.

The bill was introduced with 12 co-sponsors, all Republican. It’s currently unclear how far the legislation will go after Ohio voters overwhelmingly rejected another right-to-work bill, Senate Bill 5 (S.B. 5) in 2011. Since then legislators have been hesitant to re-introduce right-to-work legislation in the state.

Republican Governor John Kasich has said that right-to-work is not on his agenda since S.B. 5 was repealed by voters. What’s more is that Ohio legislators have begun to question the need for right-to-work laws since statistics have shown that they don’t lead to job growth as originally promised. Ohio legislators also say that Ohio voters made their views clear on right-to-work legislation.

H.B. 53 has been referred to the House Finance Committee where it will be decided whether or not to bring the bill to the House floor to be voted on.

Wisconsin

Wisconsin State Legislative Director **Craig Peachy** reported that SMART TD sent two letters to the Federal Railroad Administration (FRA) describing concerns about two incidents in which trains experienced false proceed signal failures on two Canadian National (CN) trains.

The first incident occurred at Antioch, Ill., where a train experienced a false proceed signal failure that was allegedly caused by interference. The second false proceed signal failure occurred at control point Shops South (CP Shops South) at Fond du Lac, Wis., as a result of CN signal personnel not properly testing the signal system prior to returning it to service, causing wiring errors to be missed.

As a result of the letters sent by National Legislative Director **John Risch** concerning these two incidents, CN was issued two citations by the FRA for noncompliance with 49 CFR Section 236.4, *Interference with normal functioning of device*. CN was also issued one citation for noncompliance with 49 CFR § 236.380, *Indication locking*, for not performing indication locking prior to returning the signal system to service.

Washington

Washington State Legislative Director **Herb Krohn** reported that three transportation bills have been introduced in the state’s House. The three bills introduced concern crew van safety, crew consist and yardmaster hours-of-service.

House Bill 1105 (H.B. 1105), a crew van safety bill, came about after multiple railroad workers were killed in crew van accidents in the state. The bill calls for safer vehicles, carriers and their subcontractors to be more responsible, and for a requirement that the subcontractors and/or railroads be required to carry underinsured motorist coverage to compensate the worker and/or families of the worker when accidents occur.

The bill has 27 sponsors. On Feb. 20, the bill was passed out of the House Committee on Transportation and will now head to the House floor.

**House Bill 1669 (H.B. 1669), the state’s crew consist bill, will require a two-person crew in the cab of a locomotive and establish a requirement for three- or four-person crews on high-hazard trains if passed.** As introduced, the bill has 47 sponsors. The bill was referred to the Labor & Workplace Standards Committee where it was passed on Feb. 13 and will now head to the House floor for a vote. The Senate has a similar bill, S.B. 5846, that was referred to the Senate’s Transportation committee. No action has been taken on the Senate version at this time.

House Bill 1670 (H.B. 1670), if passed, will regulate hours-of-service for yardmasters and prohibit carriers from disrupting a yardmasters’ rest period. The bill would require that yardmasters not work for more than 12 hours, after which the employee must have 10 hours of rest. The bill also states that employees cannot go on duty if having worked six consecutive days unless the employee has had at least 48 consecutive off-duty hours. If the employee works seven consecutive days, then the employee must have 72 consecutive off-duty hours. The bill also restricts yardmasters to 276 hours of work per month.

At the time of introduction, the bill had 37 sponsors. It was referred to the Labor & Workplace Standards Committee where it passed. The bill now heads to the House floor for a vote.

Do you want your state to be featured in *State Watch*? Submit your legislative stories and photos to SMART Transportation Division by emailing:

[news\\_td@smart-union.org](mailto:news_td@smart-union.org)

Keep in mind that some months, we receive more information than we can publish and we try to use the most time-sensitive material first.



Contact us: [news\\_td@smart-union.org](mailto:news_td@smart-union.org)  
Phone: (216) 228-9400  
Fax: (216) 228-5755

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SMART TD Alumni

SMART TD Alumni Association

News, information for members of the SMART TD Alumni Association

Palmetto GBA: Debunking Medicare myths

Below are some myths that are being spread throughout the internet via email.

**Claim:** Hospital admissions can only be done by your primary care physician. If an emergency physician admits you, it is treated as an outpatient care.

**Answer:** FALSE. A physician or other practitioner responsible for a patient's care at the hospital is also responsible for deciding whether the patient should be admitted as an inpatient.

Inpatient care, rather than outpatient care, is required only if the beneficiary's medical condition, safety or health would be significantly and directly threatened if care was provided in a less intensive setting. However, the decision to admit a patient is a complex medical judgment which can be made only after the physician has considered a number of factors, including the patient's medical history and current medical needs, the types of facilities available to inpatients and to outpatients, the hospital's by-laws and admissions policies, and the relative appropriateness of treatment in each setting.

**Claim:** At age 76, you are not eligible for cancer treatment.

**Answer:** FALSE. Medicare does not have an age limit when it comes to receiving medically necessary services.

**Claim:** Doctors will all be paid the same regardless of specialty, and the government will set all doctors' fees.

**Answer:** FALSE. Physicians are not paid based on their specialty. Payment is based on the services they provide. Medicare Part B (including Railroad Medicare) pays for physician services (including office visits, surgical procedures, and diagnostic and therapeutic services), and payment is based on the Medicare Physician Fee Schedule (MPFS). The MPFS takes into account the following:

- The time and complexity of the service
- The costs of maintaining a practice
- The costs of malpractice insurance
- The geographical differences in the costs of practicing medicine in different parts of the country

Note: Medicare also has quality-based payment programs that can affect the amount physicians are paid.

**Claim:** Cancer hospitals will ration care according to the patient's age.

**Answer:** FALSE. Medicare does not have an age limit when it comes to receiving medically necessary services.

**Claim:** The government mandates advance-care planning consultations. Those on Social Security will be required to attend an "end-of-life planning" seminar every five years.

**Answer:** FALSE. Medicare does not require 'end of life planning'. You can speak to your health care provider about advanced plan-

ning directives, so that your wishes are known in the event you are not able to speak for yourself. This voluntary Advance Care Planning is a part of the Yearly "Wellness" visit and is a covered Medicare benefit, but you are not required to have this service.

As always, if you have questions about your Railroad Medicare coverage, you can call Palmetto GBA's Beneficiary Contact Center at 800-833-4455, or for the hearing impaired, call TTY/TDD at 877-566-3572.

Customer Service Representatives are available Monday through Friday, from 8:30 a.m. until 7 p.m. ET. Retirees are encouraged to visit Palmetto's website at:

[www.PalmettoGBA.com/RR/ME](http://www.PalmettoGBA.com/RR/ME)

Railroad Retirement annuities not taxable by state



According to Section 14 (45 U.S.C. Section 231m) of the Railroad Retirement Act, retirement annuities are not taxable for individual state income tax purposes.

Bruce Rodman, of the Public Affairs/Office of Administration of the U.S. Railroad Retirement Board said, "Both of our primary enabling statutes – the Railroad Retirement Act and the Railroad Unemployment Insurance Act – specifically exempt the benefits paid under them from state income taxes.

"However, if a person doesn't know this – and sometimes this might stem from people using free tax-prep software or obtaining volunteer assistance in filing their returns – and declares it as taxable income, the state tax collection agencies probably won't know any better."

The Railroad Retirement Board (RRB) also states on the [FAQ section \(see #18\)](#) of their website that railroad retirement, unemployment and sickness benefits paid by the RRB are not subject to state income tax. However, these benefits are taxable on the federal level.

Many tax preparers and even states are not aware of these statutes and may attempt to tax your annuities. It is up to us to make sure that our annuities are not taxed by the states in which we live.

Rail members may be eligible for death, dismemberment insurance

Active and retired railroad employees covered under The Railroad Employees' National Health and Welfare Plan, or the NRC/UTU Health and Welfare Plan, may be eligible for Life and Accidental Death and Dismemberment benefits from MetLife.

For eligible active employees, the death benefit in most cases is \$20,000, and there may be an additional AD&D benefit that could pay up to \$16,000. For eligible retired employees, the death benefit is **\$2,000**.

Most employees filled out a designated beneficiary form when they began work for a participating railroad. MetLife urges employees and retirees to keep this form with your other important papers. If you need to update your beneficiary form, or if there is doubt as to whom you designated, it is recommended that you complete a new form and send it to MetLife.

A beneficiary form, as well as a copy of the plan summary, can be found at [www.YourTrackToHealth.com](http://www.YourTrackToHealth.com). There is a direct link to that web page from [www.smart-union.org/td](http://www.smart-union.org/td). Hovering over the "Healthcare" tab on the SMART Transportation Division home page will provide you with a drop down menu for [Your Track To Health](#).

You can also obtain information about this benefit by calling MetLife toll-free at **(800) 310-7770**.

This is a very important benefit for all eligible active and retired railroad employees covered under the national health and welfare plans, although many employees, especially retired employees, may not be fully aware of it. It's recommended that all SMART TD rail locals post this notice at appropriate work locations and remind all retirees with whom you may come in contact that they should contact MetLife to inquire about their eligibility for the **\$2,000** death benefit.

THE FINAL CALL

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.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
6	Knight, Allen S.	Killen, Ala.	493	Carrithers, Fred M.	Freeport, Ill.	924	Hines Jr., John H.	Richmond, Va.
29	Dowd, John J.	Ridge, N.Y.	507	Reed, James F.	Ft. Smith, Ark.	965	Eudy, Eldon G.	Paris, Texas
113	Hasse, Elmer H.	Surprise, Ariz.	590	Hoops, David C.	Fond du Lac, Wis.	1011	Watts, James T.	Myrtle Beach, S.C.
256	Casselbury, Wayne R.	High Point, N.C.	590	Summers, Allan R.	Portage, Wis.	1327	Ballard, Randall R.	Danville, W.Va.
284	Shultz, James E.	Cleveland, Ohio	598	Bourgeois, Donald J.	Metairie, La.	1358	Leyh, Stephen A.	Danville, Ill.
292	Bisha, Gordon W.	Houston, Texas	631	McBee, Carroll F.	Halethorpe, Md.	1382	Schmidt, Donald J.	Milwaukee, Wis.
311	Wittenberg, Henry C.	Onalaska, Wis.	632	Slippey, Donald L.	Duncansville, Pa.	1403	Dozier, Wendell H.	Branson, Mo.
320	Skosich, Roger J.	Midland, Mich.	659	Bass, Coy J.	Pitkin, La.	1525	Livingston, Richard D.	Milford, Neb.
320	Zissler, John L.	Sanford, Mich.	818	Rogers, Utah C.	Arlington, Texas	1534	Cannedy, Earl E.	Rochester, Ind.
322	Bergholz, Roger K.	Muskego, Wis.	835	Dustin, Ronald A.	Fresno, Calif.	1730	Orme Jr., Otis L.	San Pablo, Calif.
375	Baer, Rienhold R.	Mobridge, S.D.	847	Ryan, Joe N.	Bessemer, Ala.	1846	Mason Jr., Thomas R.	Phelan, Calif.
490	Turner, Robert E.	Huntingburg, Ind.	911	Bodine, Philip E.	Minneapolis, Minn.	1948	Degenova, Richard P.	Youngstown, Ohio



## RRB announces 2017 conference schedule



The Railroad Retirement Board (RRB) has announced the locations and dates of their informational conferences for March - June 2017.

Check-in begins at 8:00 a.m. and programs begin promptly at 8:30 a.m. and end at 12:15 p.m. at all locations.

These informational conferences are beneficial to newly elected officers, retirees, those planning to retire and spouses.

### MARCH

**Friday, March 10 - Baldwin Park, Calif.**  
Courtyard by Marriott  
14635 Baldwin Park Towne Center  
Baldwin Park, CA 91706

**Friday, March 17 - Oakland, Calif.**  
Ronald V. Dellums Federal Building  
5th Floor, North Tower  
Conference Room H  
1301 Clay Street  
Oakland, CA 94612

**Friday, March 24 - Baltimore**  
Double Tree by Hilton  
Baltimore North-Pikesville  
1726 Reisterstown Rd.  
Baltimore, MD 21208

**Friday, March 31 - Birmingham, Ala.**  
Birmingham/Jefferson  
Convention Complex-Medical Forum Bldg.  
Meeting Room B  
950 22nd St. North  
Birmingham, AL 35203

### APRIL

**Friday, April 7 - St. Louis**  
Holiday Inn-Forest Park  
5915 Wilson Ave.  
St. Louis, MO 63110

**Friday, April 21 - Nashville, Tenn.**  
The Inn at Opryland  
2401 Music Valley Dr.  
Nashville, TN 37214

**Friday, April 28 - Romulus, Mich.**  
Holiday Inn Romulus  
8400 Merriman  
Romulus, MI 48174

### MAY

**Friday, May 5 - Lakewood, Colo.**  
Holiday Inn Denver Lakewood  
7390 W. Hampden Ave.  
Lakewood, CO 80227

**Friday, May 5 - Kansas City**  
Sheet Metal Workers Local Union No. 2  
2902 Blue Ridge Blvd.  
Kansas City, MO 64129

**Friday, May 12 - Little Rock Ark.**  
Comfort Inn & Suites  
707 Interstate 30  
Little Rock, AR 72202

**Friday, May 12 - Ashland, Neb.**  
Eugene T. Mahoney State Park  
28500 West Park Highway  
Ashland, NE 68003

**Friday, May 19 - Parma, Ohio**  
Sheet Metal Worker's Local #33  
12515 Corporate Dr.  
Parma, OH 44130

**Friday, May 19 - Williamsburg, Va.**  
Ft. Magruder Hotel & Conference Center  
6945 Pocahontas Trail  
Williamsburg, VA 231185

### JUNE

**Friday, June 9 - Billings, Mont.**  
Hilton Garden Inn  
2465 Grand Rd.  
Billings, MT 59101

**Friday, June 9 - Indianapolis**  
LaQuinta Inns & Suites  
5120 Victory Dr.  
(I-465 & South Emerson Dr.)  
Indianapolis, IN 46203

**Friday, June 16 - Tinley Park, Ill.**  
Tinley Park Convention Center  
18451 Convention Center Dr.  
Tinley Park, IL 60477

**Friday, June 16 - Fargo, N.D.**  
U.S. Post Office/Federal Building  
657 2nd Ave. N. - Room 319  
Fargo, ND 58102

**Friday, June 23 - Barboursville, W.Va.**  
Holiday Inn Hotel and Suites  
3551 U.S. Route 60E  
Barboursville, WV 25504

**Friday, June 23 - Portland, Ore.**  
Embassy Suites Portland Airport  
7900 NE 82nd Ave.  
Portland, OR 97220

Can't attend these conferences? View powerpoint slides presented at these workshops and other handouts [here](#).

For more information on informational conferences held by the Railroad Retirement Board, visit their website at [www.rrb.gov](http://www.rrb.gov) or call toll free 877-772-5772 or TTY 312-751-4701.

Visit the website below for more information or to register. Online registration for each informational conference will be available 60 days prior to the date of the conference.

[https://www.rrb.gov/lmo/info\\_conf.asp](https://www.rrb.gov/lmo/info_conf.asp)

## Scams targeting taxpayers

### IRS-impersonation telephone scams



An aggressive and sophisticated phone scam targeting taxpayers, including recent immigrants, has been making the rounds throughout the country. Callers claim to be employees of the IRS, but are not. These con artists can sound convincing when they call. They use fake names and bogus IRS identification badge numbers. They may know a lot about their targets, and they usually alter the caller ID to make it look like the IRS is calling.

Victims are told they owe money to the IRS and it must be paid promptly through a pre-loaded debit card or wire transfer. If the victim refuses to cooperate, they are then threatened with arrest, deportation or suspension of a business or driver's license. In many cases, the caller becomes hostile and insulting. Victims may also be told they have a refund due to try to trick them into sharing private information. If the phone isn't answered, the scammers often leave an "urgent" callback request.

Note that the IRS will never:

- Call to demand immediate payment using a specific payment method such as a pre-paid debit card, gift card or wire transfer. The IRS will first mail you a bill if you owe any taxes.
- Threaten to immediately bring in local police or other law-enforcement groups to have you arrested for not paying.
- Demand that you pay taxes without giving you the opportunity to question or appeal the amount they say you owe.
- Ask for credit or debit card numbers over the phone.

Remember: Scammers change tactics - aggressive and threatening phone calls by criminals impersonating IRS agents remain a major threat to taxpayers, but variations of the IRS impersonation scam continue year-round and they tend to peak when scammers find prime opportunities to strike.

### Surge in email, phishing and malware schemes

The IRS has issued several alerts about the fraudulent use of the IRS name or logo by scammers trying to gain access to consumers' financial information in order to steal their identity and assets. Scammers use the regular mail, telephone, fax or email to set up their victims. When identity theft takes place over the web (email), it is called phishing.

Scam emails are designed to trick taxpayers into thinking these are official communications from the IRS or others in the tax industry, including tax software companies. These phishing schemes can ask taxpayers about a wide range of topics. Emails can seek information related to refunds, filing status, confirming personal information, ordering transcripts and verifying PIN information.

Variations of these scams can be seen via text messages, and the communications are being reported in every section of the country. The IRS is aware of email phishing scams that appear to be from the IRS and include a link to a bogus web site intended to mirror the official IRS web site. These emails contain the direction "you are to update your IRS e-file immediately." The emails mention USA.gov and IRS.gov (without a dot between "IRS" and "gov"), though notably, not IRS.gov (with a dot). These emails are not from the IRS.

The sites ask for Social Security numbers and other personal information, which could be used to help file false tax returns. The sites also may carry malware, which can infect computers and allow criminals to access your files or track your keystrokes to gain information.

The IRS does not initiate taxpayer communications through email. Unsolicited email claiming to be from the IRS should be reported to the IRS by email at [phishing@irs.gov](mailto:phishing@irs.gov).

## Former Alt. Bus Vice President Seymour Kramer dies



Kramer

**Seymour Kramer**, 70, retired alternate vice president, bus – west, died January 20, 2017.

Kramer began his career as a bus operator for Laidlaw Transit in San Francisco in 1970. As a member of Local 1741, he served as president, vice general chairperson, general chairperson and delegate.

In 1991, he was elected to the UTU's executive board and in 1994, Kramer was appointed to the position of alternate vice president, bus – west by the UTU board of directors. He was elected to that position at the 1995 UTU convention.

During his time as general chairperson and alt. vice president, Kramer assisted with many contract negotiations and assisted in organizing properties that are still part of the bus department today.

In 1996, Kramer left his post as alt. vice president and later served as a mediator for the California State Mediation and Conciliation Service.

Kramer is survived by his wife, Laurie Goldsmith; daughters Hannah and Sasha Kramer; sister Karen Florman and many friends.

Condolences may be left at: <http://www.legacy.com/obituaries/sfgate/obituary.aspx?pid=183718178>



## SMART TD releases 2017 regional meeting details

The SMART Transportation Division has set the dates and locations of the union’s two 2017 regional meetings.

### SAN ANTONIO

#### Hotel Information:

The western regional meeting will be held **June 12-14**, at **Grand Hyatt San Antonio Hotel** in San Antonio. The cost for rooms in San Antonio is **\$185 per night** for standard single/double sleeping rooms.

To make your room reservations at the Grand Hyatt San Antonio hotel, call **1-800-233-1234** and mention reservation code: **SMART Union Group & Transportation Division Regional Meeting**.

To make your reservations online visit: <https://aws.passkey.com/go/SmartUnion2017>

#### Parking:

- Self-Parking - \$14.50 (regularly \$29.00)
- Valet Parking - \$39.00

#### United Airlines Discount:

- Valid Dates: 06/07/17- 06/17/17
- Offer Code: ZY4D810745
- Z code: ZY4D
- Agreement Code: 810745
- Book online: [www.united.com](http://www.united.com)
- Phone reservations call: 800-426-1122

### NEW YORK CITY

#### Hotel Information:

The eastern regional meeting will be held **July 10-12** at **Sheraton New York Times Square Hotel** in New York City. The cost for rooms in New York City is **\$189 per night** for standard single/double sleeping rooms.

Call **1-888-627-7067** for reservations and mention reservation code: **SMART or 2017 Union Transportation Division**.

To make your reservations online visit: <https://www.starwoodmeeting.com/Book/SMART2017>

#### Parking:

- Self-Parking: not available
- Valet Parking: \$65.00

#### United Airlines Discount:

- Valid Dates: 07/05/17 - 07/15/17
- Offer Code: ZY4D810745
- Z code: ZY4D
- Agreement Code: 810745
- Book online: [www.united.com](http://www.united.com)
- Phone reservations call: 800-426-1122

### REGISTRATION

SMART Transportation Division has opened registration for both 2017 regional meetings (see website for registration form - a printed form will be available in the March issue of the *SMART TD News*). **Online registration is available for both meetings by clicking [here](#).**

Pre-registration cost for both meetings is **\$150 per person, per meeting**; children 11 and under are free. Persons who do not pre-register, but choose to register after the deadline or on-site will be charged an additional \$50 per attendee. The deadline to be considered pre-registered for the San Antonio meeting is **Wednesday, May 10**. The deadline to be considered pre-registered for the New York City meeting is **Tuesday, June 6**.

Workshops are free to attend and begin on Monday and end on Wednesday at approximately 12:30 p.m. at each meeting. Members who do not wish to attend meals, tours or golf, do not need to register.

Spousal/guest tours are \$35 per tour, per registered guest; or, \$75 per tour, per unregistered guest. Tours will take place Sunday, June 11 and Monday, June 12 at the San Antonio Regional Meeting; and, Sunday, July 9 and Monday, July 10 at the New York City Regional Meeting. Tour details will be announced at a later date.

The cost for the golf outing is \$80 per golfer and includes: green fees for 18 holes of golf, half a cart, lunch and prizes. The golf outing in San Antonio will take place on Sunday, June 11 at the Brackenridge Park Golf Club. Space on the golf outing is limited.

SMART TD accepts check, money order, Visa and MasterCard as forms of payment. No cash will be accepted for pre-registration or on-site registration. Make checks or money orders payable in U.S. funds to, “**SMART Transportation Division**” and mail payment and registration form to: **SMART Transportation Division Regional Meeting, 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333**.

Questions? Call SMART TD at **216-228-9400**. More information is available at [www.smart-union.org/td](http://www.smart-union.org/td). Check our website regularly for meeting updates.

Please note that hotel reservations are separate and should be made directly with the respective hotel.

## Member hit and killed by UP train



Schneider

**John P. Schneider**, 54, of Spokane Valley, Wash., was hit and killed by a Union Pacific train while working near the Wallula train yard in Walla Walla County, Wash., Jan. 31.

Schneider had been a member of Local 1505 in Spokane, Wash., since 2004 when he hired out with UP as a conductor.

He loved to read and watch movies. He was also a survivalist enthusiast and a member of The Church of Jesus Christ of Latter-day Saints.

Schneider is survived by his wife, Karen; two sons, John Patrick and Jacob; two daughters, Jackie (Dan) Cook and Jessica (Brandon) Grimmert; three grandchildren, Lucy, Calvin and Olive; a sister, Marcie (Kelly) Roberts; and a brother, Cliff Schneider.

His parents, John and Marjorie Schneider, preceded him in death.

Members can visit the official obituary to leave condolences at: <http://www.hennesseyfuneralhomes.com/tributes/John-Schneider>.

A GoFundMe account has been set up by Local 1505 to help the family with expenses. Go to <https://www.gofundme.com/3bvhyug> to make a donation.

SMART TD extends their condolences to the Schneider family, friends and members of Local 1505.

## SMART TD announces treasurer’s workshop for April 2017



SMART Transportation Division will be conducting a Treasurer’s Workshop at the SMART TD Headquarters located in North Olmsted, Ohio, **April 25-27, 2017**.

Attendance will be limited to 35 registrants. Attendees will be accepted on a first-come basis. Those interested in attending are instructed to contact Alyssa Patchin by calling **(216) 228-9400**, or by email at [apatchin@smart-union.org](mailto:apatchin@smart-union.org) as soon as possible to reserve a spot in the class.

While all treasurers will likely benefit from this workshop, newly elected treasurers are strongly encouraged to attend. The workshop will provide local treasurers with training on the responsibilities and reporting duties pertaining to the office, including direct receipts and WinStabs. It will also focus on the completion of mandatory filings with the IRS and Department of Labor as well as instructions on completing a monthly billing properly.

Training sessions will be conducted by SMART TD Field Auditors.

**If possible, attendees should bring a notebook computer and USB flash drive.**

The three-day training session comes at no cost to the local. However, the local is responsible for all expenses associated with the treasurer’s attendance. Lost time or salary, travel, hotel and meal expenses connected with attendance may be reimbursed if pre-approved at a local meeting as an allowable expense.

### Quote of the Month

*“There can be no doubt that the transportation sector is the most critical sector of our economy.”*

- Rep. Robert Brady

## SMART TD mourns loss of Brother John Hines: African American trailblazer in rail industry & labor



Hines

**John Henry Hines Jr.**, 69, died Feb. 4 at a local rehabilitation facility after battling ill health for the past couple of years.

Hines hired out as a conductor/brakeman in 1969 with the Seaboard Coast Line Railroad (now CSX) at the Hermitage and Brown St. yards in Richmond, Va.

After those yards closed, he worked out of the Acca Yard, also in Richmond.

“John was a passionate union man and loved his members and his work,” said retired Human Rights Committee Director **Miles R. Cunningham Jr.**

As a member of Local 924 in Richmond, Hines rose to president of the local and vice local chairperson. He was instrumental in working on the agreements of the RF&P and SCL equity issues.

“He was a pioneer African American in the trainman’s ranks. John became a yard brakeman and conductor on the Seaboard Coast Line, a railroad in the south, at a time when we were just beginning to see black railroaders in roles other than the traditional roles of laborer, sleeping car attendant, car porter or dining car cook and waiter,” said Chapter 15

member **Doug Riddell**. “At a time when African Americans were just beginning to be begrudgingly integrated into that part of the railroad workforce, John not only became active in the United Transportation Union, but ran for and was elected to local office. He gained the respect of his coworkers, black and white, for his willingness to be a leader.”

After retiring on disability in the 80s, Hines went on to coordinate meetings with the Seaboard retirees group, which later became Chapter 15 of the Alumni Association.

“John was the heart and soul of our Seaboard retirees group – he always led us in prayer, kept up with other retirees and kept us informed on their conditions, and sometimes he even sang to us,” Riddell said. “He worried less about himself than he did about looking out for his fellow co-workers, friends and family. Physically and fraternally, John Henry Hines was a “Big, big man,” to borrow a line from the late Jimmy Dean.”

Hines is survived by his daughter, Ewana Hines; son, Dr. Zeno Hines; sister, Leuvenia Craighead; one nephew, four nieces and many other family and friends.

SMART TD extends their condolences to the family and friends of Hines. Members can leave condolences by clicking [here](#).



# Photo of the month...

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

SMART TD 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 SMART TD, 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 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 SMART.

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



This photo is of a southbound California Amtrak Surfliner Train going under the bridge of the historic pacific coast highway 101 at Torrey Pines, while on its way to San Diego. The photo was taken by retiree and Alumni Association Member **Richard Olson** on Nov. 23, 2016.

## Railroad Avenue

By Langston Hughes

Dusk dark  
On Railroad Avenue.  
Lights in the fish joints,  
Lights in the pool rooms.  
A box-car some train  
Has forgotten  
In the middle of the  
Block.  
A player piano,  
A victrola.  
942  
Was the number.  
A boy  
Lounging on a corner.  
A passing girl



Hughes

With purple powdered skin.  
Laughter  
Suddenly  
Like a taut drum.  
Laughter  
Suddenly  
Neither truth nor lie.  
Laughter  
Hardening the dusk dark evening.  
Laughter  
Shaking the lights in the fish joints,  
Rolling white balls in the pool rooms,  
And leaving untouched the box-car  
Some train has forgotten.

## Unity propels results in N.Y.

Continued from page 1

partisan support to implement the LIRR improvements and other projects within the Governor's broad initiative. Most Democratic and Republican political officials are on board with the LIRR plan.

A current \$387 million project will add a second track to expand service on 18 miles of the LIRR main line's east end. After that job is completed, the railroad will add 9.8 miles of third track on that same main line to further improve service between the suburbs of Long Island, Queens and Manhattan.

The increased capacity will provide drastic improvements in key areas: serving reverse commuters; relieving congestion; and feeding the ongoing East Side Access project to bring more service into Grand Central Station.

"This bold and aggressive plan is not only making the largest commuter railroad in the country better and more efficient, it is creating jobs and more work for our members and the members of other trade unions," said Simon.

Simon has worked closely with the Governor's office, MTA Chairman Tom Prendergast, local politicians and other labor leaders to ensure everybody benefits from this unprecedented capital plan at the MTA.

Governor Cuomo said, "New York is undertaking the nation's most ambitious infrastructure plan to ensure that we have a transportation system that is built to meet the commuter demands of the 21st century and provide an enhanced travel experience for all.

"The men and women of the SMART Transportation Division on the LIRR, led by Anthony Simon, are invaluable assets as we work together toward a safer, more efficient transit system for all New Yorkers," Cuomo added.

SMART Sheet Metal Local 137 has also been working with Simon and legislators to secure work for SMART members on this project.

## Ann Begeman replaces Elliott as STB Chairman



Begeman

President Donald J. Trump appointed Ann Begeman to serve as Acting Chairman of the Surface Transportation Board (STB). Begeman is currently serving a second, five-year term as a Member of the Board following her recent nomination by President Barack Obama

Dec. 7, 2016, and her unanimous confirmation by the U.S. Senate Dec. 9, 2016.

Begeman first joined the Board May 2, 2011. Her current term expires Dec. 31, 2020.

"It is an honor to serve the public on the Board, and I am grateful to President Trump for the opportunity to lead the agency at this time," said Begeman. "I look forward to continuing the important mission of the STB in my new capacity as Acting Chairman, working with the new Administration, my fellow Board Members, Daniel Elliott and Deb Miller, our dedicated agency staff, and our important stakeholders. I also wish to recog-

nize former Chairman Daniel Elliott for his service and leadership, and his sincere efforts to facilitate a smooth transition during the change in administrations."

Prior to her 2011 appointment, Begeman held Senate staff positions on Capitol Hill for more than 20 years, playing a key role in the crafting of major transportation legislation, including the ICC Termination Act, which created the STB. She served as the Republican Staff Director for the Senate Committee on Commerce, Science, and Transportation under the leadership of U.S. Senator Kay Bailey Hutchison and as the Committee's Deputy Staff Director and Transportation Policy Advisor under the leadership of U.S. Senator John McCain.

Begeman has also served as Legislative Director and Acting Chief of Staff for Sen. McCain and as a Legislative Assistant for U.S. Senator Larry Pressler.

Begeman is a native of Humboldt, South Dakota. She earned a B.S. in business administration from the University of South Dakota.

Is your local involved in a charity? Or perhaps one of your brothers or sisters is doing something unique outside of work? SLDs, is something happening legislatively in your state? Retirees - are you doing something interesting with your retirement, or have a second career, or perhaps you've won an award? We'd like to know about it! To have your story featured, submit your stories and photos to SMART Transportation Division by email to: [news\\_td@smart-union.org](mailto:news_td@smart-union.org)



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