



# Transportation Division News

Volume 49 • Number 3 • March 2017

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

## Ohio Legislative Board holds 'Right-to-Work is Wrong' meetings



Pictured from left: Retired Local 421 Chairperson Les Hayes, Local 225 S&T Dave Urie, SMART TD Assistant to the President Jeff Brandow, Local 284 S&T Dorothy Gasiorowski-Watts, Alternate State Legislative Director Clyde Whitaker, Assistant State Legislative Director Ralph Leichter, Ohio State Senator Kenny Yuko (D - Dist. 25), Auxiliary Lodge 225 President Geralyn Gardner, State Legislative Director Stu Gardner, Legislative Secretary Jeff Darling and BLET Ohio State Legislative Director Tim Price. See more pictures on page 5.

## SMART TD Local 1908 carries the SMART TD banner at parade



Members and their families from Local 1908 in Buffalo, N.Y. showed off their union pride as they carried a SMART TD banner at Buffalo's annual St. Patrick's Day parade. The parade was held Sunday, March 19.

## SMART TD attends Railroad Day on Capitol Hill



Pictured from left, **front row**: Government Affairs Associate Erick Siahaan, Pennsylvania State Legislative Director Paul Pokrowka and Local 1418 Legislative Representative David "Isaac" Wright. **2nd row**: Georgia State Legislative Director Matt Campbell and Local 340 President Mike Savage. **3rd Row**: Alt. National Legislative Director Greg Hynes. **Back Row**: Virginia State Legislative Director Ronnie Hobbs and Kansas State Legislative Director Ty Dragoo. **Not pictured**: National Legislative Director John Risch, Illinois State Legislative Director Bob Guy and Local 816 Legislative Representative Bill Seltzer. **Photo credit**: Assistant Chief of Staff Jenny Miller.

The SMART TD National Legislative Office assembled a team of state legislative directors to attend Railroad Day on Capitol Hill, March 2.

Attendees met with their state congressional leaders to put forth their goals. Two-person crew legislation and right-to-work were at the top of the list of topics that were discussed.

The American Short Line and Regional Railroad Association (ASLRRRA) reported that the event had a record number of attendees with 367 congressional offices hosting meetings for 456 visitors.

Send your submissions to SMART Transportation Division by emailing:  
[news\\_td@smart-union.org](mailto:news_td@smart-union.org)

## Alumni member celebrates 100th birthday



Robert W. Gillow, a member of Local 1770 in Los Angeles, recently turned 100 March 8. He worked as a switchman for Southern Pacific at the Taylor Yard in Glendale, Calif.

*Continued on page 8*

## 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.



## Inside this issue of SMART Transportation Division News:



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



Around the Corner - coming soon to SMART TD website. See page 3.



Regional Meeting registration form. See pages 6 & 7.



New Alumni Association Chapter opens in Delaware. See page 8.



# Around the SMART TD

## Local 234, Bloomington, Ill.



Pictured from left: Legislative Representative Brian Hagele, Illinois State Legislative Director Bob Guy, Retired Local President Russ Heisel, Vice President Glen Kennedy and Local Chairperson Ryan Bushue.

Local 234 honored Local President **Russ Heisel** with a brass lantern upon his retirement during a December 2016 local meeting. Brother Heisel has been a member of the local since he hired out in 1974 and has held an elected position nearly the entire time.

## 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, a Tri-Tip Bar-B-Q Banquet and prizes. Friends and relatives 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**. Please remit payment and reservations by **April 28** to: Harry J. Garvin Jr., P.O. Box 8296, Alta Loma, CA 91701.

## Local 367, Omaha, Neb.

The local's annual SMART Day at the Races will be held April 21 at 3:00 p.m. at Fonner Park in Grand Island, Neb. **Rich Mohr** reported that this is the eighth year that the local is holding this event. Members from all over the country are invited to attend. SMART TD Local 7 in North Platte, Neb. is donating this year's race blanket.

There is free seating in the clubhouse available to all guests who RSVP. Food and drinks will be provided. A special room rate is available at the Hotel Grand Conference Center by calling 308-384-1330 and asking for the SMART or UTU rate.

For more information or to RSVP, contact **Cliff Gordon** at **308-530-5766** or by email at **cgor-donutue@hotmail.com**; or contact **Richard Mohr** at **308-539-6620** or by email at **rmohru-tu286@hotmail.com**.

## Local 407, Charleston, S.C.



Members of Local 407 attended an oyster roast Feb. 11.

On Feb. 11, Local 407 hosted an oyster roast for its membership from CSX, NS and Palmetto Railways.

"We would like to give a special thanks to Local Chairperson **Terry Brooner**, who cooked 10 bushels of oysters and coordinated the event with Designated Legal Counsel Rossman, Baumberger, Reboso & Spier, PA, along with their investigators, Danny Cockrell and TJ McPherson," said G0 851 General

Chairperson **JD Whitaker**. "A great time was had by all who participated in this event on the beautiful backdrop of the Ashley River."

## Local 1393, Buffalo, N.Y.



Pictured from left are Vice Local Chairperson Dan Dewald, Secretary & Treasurer Mike Eddy, Local President Jeff Marx, Former Local Secretary Martin McMahon, Local Chairperson Bob Kuzara, Local Chairperson Mike Wyant and Vice Local Chairperson Derek Rhode.

Local President **Jeff Marx** reported that at Local 1393's December meeting a brass lantern was presented to former Local Secretary **Martin McMahon** upon his retirement. McMahon had 42 years of service with the railroad, many of which he spent as a union officer. He plans to stay busy in his retirement by performing duties as Justice of the Peace in his hometown of Colden, N.Y.

"Martin has helped many a new hire over the years and is honored by all," Marx said.

## In Memoriam...

### Local 265, Pocatello, Idaho

Local 265 retired member **Jeffery L. Mason**, 63, died Jan. 7, 2017. He hired out in 1977 and held the positions of brakeman and conductor for Union Pacific Railroad.

Mason served his local as president. He was remembered as being a hard worker both on the job and for the union. Mason is survived by two sons, Matt and Mike Mason. SMART TD extends condolences to Mason's family, friends and local.

### Local 1221, Tampa, Fla.

**Bernard Hower**, 88, died Feb. 12. He hired out in 1957 and spent the next 35 years as a conductor for CSX.

Hower is survived by his wife of 66 years, Liz; children Dan, Rev. Robert, John, Peggy Murray; 10 grandchildren; 12 great-grandchildren; brother Ralph; and numerous cousins, nieces and nephews. He was preceded in death by his parents and one brother, Paul.

Memorial contributions may be made to Tampa Lighthouse for the Blind, 1106 West Platt St., Tampa, FL 33606; by calling 813-251-2407 or by visiting their website at [www.tampalighthouse.org](http://www.tampalighthouse.org).

### Local 1972, Birmingham, Ala.

Local 1872 member **Ronald Putman**, 70, died Feb. 21. He served in the United States Air Force for four years with a tour of duty in Vietnam. He served his union as Local Chairperson. Putman hired out with CSX in 1947, and retired with 41 years of service.

Putman is survived by his wife of 32 years, Veronika; daughters, Jo Anne Martinez, Dixie Daves; mother, Edma Brannon Putman; brother, Jerome Putman; sisters, Lillian Haines, Barbara Houts, Pam Putman; five grandchildren; and two great-grandchildren. He was preceded in death by his father, Hershel Putman; and nephews Phillip Johnson and Keith Houts.

Memorial contributions may be made to Addison First Baptist Church, 115 2nd St., Addison, AL 35540.

## 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>.



SMART TD welcomes two DLC lawyers to represent members

If you are injured on the job, you have powerful rights under the Federal Employers' Liability Act (FELA). All of SMART TD's Designated Legal Counsel (DLC) are chosen because they specialize in handling FELA claims and are experienced in dealing with railroad claim agents and railroad lawyers.

SMART Transportation Division has added two lawyers to our DLC teams: Michael C. Terranova and Andrew J. Thompson.



Terranova

**Michael C. Terranova** is the grandson of a Union City laborer and the son of a union sheet metal worker.

He went to law school at the Chicago Kent College of Law where he focused on labor and employment law. While in law school, Terranova learned the ins and outs of the Railway Labor Act, National Labor Relations Act and FELA. He also worked for a law firm that was involved with collective bargaining agreements and helped injured union workers.

Since being admitted to practice law, Terranova has focused his practice on representing injured union workers. He is a member of the Academy of Rail Labor Attorneys (ARLA) and currently works for the Cogan & Power, P.C. law firm in Chicago.

Members can contact Terranova by calling **312-477-2500** or via email at **mterranova@coganpower.com**.

To learn more about Terranova, visit **www.coganpower.com**.

**Andrew J. Thompson's** inspiration for advocating on behalf of railroad workers began generations ago, as his great-grandparents, grandparents and many extended family members worked on the railroad and were active in rail unions. He obtained a political science degree, followed by a law degree from Case Western Reserve University.



Thompson

He began working at the Chattman, Gaines & Stern, L.P.A., law firm where he learned the nuances of railroad law and sharpened his skills as a trial attorney. Thompson has successfully handled railroad cases in state and federal courts in Ohio, New Jersey, Pennsylvania, West Virginia, Florida and Illinois. He has experience handling union labor matters under FELA, the Federal Rail Safety Act (FRSA), Railway Labor Act and the National Labor Relations Act. Thompson also has experience with negotiating collective bargaining agreements, handling grievances before a Public Law Board and arguing cases in arbitration.

Thompson regularly takes time to attend union meetings and other functions to speak to railroad employees about their legal rights. He is a member of the ARLA and practices law with the Shapero & Roloff Co., L.P.A. in Cleveland.

Members can contact Thompson by calling **216-781-1700**, toll-free **800-321-9199**; or via email at **athompson@shaperoroloff.com**.

To learn more about Thompson, visit **www.shaperoroloff.com**.

Submit your local or legislative stories to SMART Transportation Division by email to:

**news\_td@smart-union.org.**

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 paintings, photos, writing created by members)

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

- Carl's Corner – Alumni news, info, photos, legislative updates
- 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**

**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.

Operation Lifesaver announces first ever U.S. Rail Safety Week



Operation Lifesaver (OLI), the national, non-profit rail safety education group, announced that it will work with the U.S. Department of Transportation and other organizations to observe the first national Rail Safety Week (RSW), **September 24-30, 2017**.

"The goal of RSW is to raise awareness across the United States of the need for rail safety education and empower the general public to keep themselves safe near highway-rail grade crossings and railroad rights-of-way," said OLI President and CEO Bonnie Murphy.

"As OLI celebrates its 45th year of existence this year, launching a national Rail Safety Week fits with our ongoing mission of reducing collisions, fatalities and injuries at highway-rail crossings and preventing trespassing on or near railroad tracks," she said.

"It's imperative that the Federal Railroad Administration (FRA), Operation Lifesaver and railroads continue to partner to educate the public about the dangers at grade crossings and trespassing on railroad tracks," said

Karl Alexy, FRA Director, Office of Safety Analysis. "Too many people unnecessarily lose their lives each year because they try to beat a train at a crossing. We need education campaigns like Rail Safety Week to change behaviors among pedestrians and motorists."

Operation Lifesaver is working with the FRA, Federal Highway Administration, and Federal Transit Administration, alongside safety partners in federal and state government, the railroad industry and other safety-minded organizations on an awareness campaign, local events, and distributing safety tips for pedestrians, drivers, transit riders and passenger rail users throughout Rail Safety Week, Murphy said.

"About every three hours in the U.S., a person or vehicle is hit by a train," Murphy explained. "While sustained federal and private investment in engineering, enforcement and education on safety at highway-rail crossings has led to an 83 percent drop in collisions at these intersections over the past four decades, hundreds of Americans are still killed or injured each year. We look forward to working with a broad range of partners to save lives through our Rail Safety Week efforts."

SMART TD announces treasurers' workshop for April 2017



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

**Attendance is 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** 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 is free to attend. Lost time or salary, travel, hotel and meal expenses connected with the treasurer's attendance may be reimbursed by the local if pre-approved at a local meeting as an allowable expense.



Core issues and members’ voices

I have been visiting locals and work-sites across the country to get feedback from members. This is your union, and to meet your best interests, we must hear from members representing every corner of our great organization.

Everyone is affected by developments that occur at the federal level, and wherever we can, we will pursue common concerns across our government, regardless of whom we fight side-by-side with.

“The Railroad Retirement Act has been targeted by anti-labor extremists in Congress. The Congressional Budget Office is looking at options for increasing federal revenue, and one option is raising taxes on benefits received from Railroad Retirement and Social Security.”

In January, SMART was invited to the White House and I had the opportunity to meet with President Trump and his senior staff on his first day in the White House. It was a positive first step. As I stated in my February video message, we will work with anyone, regardless of party, when our stance on the issues that affect members and working families intersect.

At the same time, we are concerned about the anti-union and anti-worker actions occurring today across several states and in the halls of power in Washington, D.C.

The Railroad Retirement Act, for example, has been targeted by anti-labor extremists in Congress. The Congressional Budget Office is looking at options for increasing federal revenue, and one option is raising taxes on



SMART  
General President’s  
Column

By Joseph Sellers Jr.

benefits received from Railroad Retirement and Social Security.

“Only together will we move forward as a large, powerful union, committed to staunchly representing each and every member. We will succeed with our combined strength, speaking out with one voice.”

This option would raise hundreds of billions of tax dollars – but disproportionately from members of this union, who are using their own money and resources to fund their retirement. In fact, retired members (and others) who live entirely on RRA or SSI income would see their taxes increased by the greatest percentage of all.

We will listen to the voices of our members

There is no doubt that anti-worker forces now have far greater influence. But we have never shied away from a tough job.

In the months and years ahead, we must continue to advance our common cause. To make sure that all our strength is in play, we want to hear from

you, in your voice. I will continue to come to regional and local meetings to hear what you have to say about any of our issues. I look forward to these conversations and assure you that I will listen to—and respect—each viewpoint.

Only together will we move forward as a large, powerful union, committed to staunchly representing each and every member. We will succeed with our combined strength, speaking out with one voice.

We look forward to your feedback. To take action and learn about events as they happen, sign up for our rapid response messaging program by texting “SMART” to 90975. (Phone and data rates may apply.)

Fraternally,

Joseph Sellers Jr.  
General President, SMART



Contact us: news\_td@smart-union.org  
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Aviation Department News

News affecting our aviation membership

History of women in Aviation

**1908:** Mrs. Hart O. Berg became the first American woman to fly as a passenger when she flew for two minutes and seven seconds on a plane flown by Wilbur Wright in France.

**1910:** Raymonde De La Roche received the first pilot’s license awarded to a woman.

**1910:** Bessica Raiche made the first accredited solo flight by a woman in the U.S. in a homemade Wright-style airplane built by her and her husband. The aircraft was made of bamboo and silk. Later that year, the Aeronautical Society honored Raiche as America’s first woman aviator.



Raymonde De La Roche at the controls of a Voisin 1909 Type biplane in France circa 1909.

**1911:** Harriet Quimby was the first woman to be licensed as an airplane pilot in America. She was also the first woman to fly solo across the English Channel.

**1912:** After buying her first aircraft from Orville Wright, Ruth Law became the first woman to fly at night. In 1917, she was the first female to be authorized to wear a military uniform, but was denied permission to fly in combat.

**1921:** Bessie Coleman received the first pilot’s license issued to an African American - male or female - from the Federation of Aeronautique Internationale.

**1928:** Amelia Earhart became the first woman to fly across the Atlantic ocean as a passenger. In 1932, she became the first woman to fly non-stop and solo across the Atlantic ocean and the



Continued on page 9

Bus Department News

A message from your bus department leadership

Brothers & Sisters:

Once again, the SMART TD Bus department and our National Legislative office have submitted our comments to the Federal Motor Carrier Safety Administration (FMCSA) concerning the hair testing method of drug testing.

The trucking industry, in opposition to our stance, has petitioned the FMCSA to allow them to utilize hair testing as a method for drug testing their employees.

We are against this for the reasons explained below. The inherent bias in hair testing is an unacceptable defect that can unfairly jeopardize a person’s ability to earn a living. We also believe it is a way for discrimination based on race and hair texture.

The U.S. Department of Health and Human Services (HHS) did not approve for hair to be an alternative specimen for employment drug testing in 2008, citing that more research was needed in order to combat potential concerns.

The Society of Forensic Toxicologists has issued an opinion reaffirming that hair analysis alone is not sufficient technology for workplace drug testing. While efforts to improve hair analysis continue, FMCSA must not accept claims purporting to have solved hair testing’s flaws until HHS makes its determination.

We are urging FMCSA to rely on the HHS experts for determining which specimens are suitable for federal drug testing. A method shown to be capable of causing false positive and racially disparate results has no place in federal workplace testing. Therefore, SMART TD along with numerous others, including the ACLU, are urging FMCSA to reject this petition.

In Solidarity,

Calvin Studivant  
SMART TD Bus Vice President  
973-800-7995  
cstudivant@smart-union.org



Studivant






May you live in interesting times

“May you live in interesting times” is purported to be an ancient Chinese proverb that while seemingly offering a blessing, is instead intended to wish a complicated and troublesome future for the recipient. While no one to my knowledge has extended such a blessing (or curse) to the working men and women of this country, it is very clear indeed that we are now living in interesting times.

How interesting? The 115th United States Congress convened in Washington D.C. on January 3, 2017, and from the opening day some members of that Congress have advanced initiatives that are intended to roll back the clock on years of progress for workers in every industry in America.

While similar initiatives have been advanced in prior congressional sessions, unions and the people who support the interests of America’s workers have been extremely successful in preserving the gains made on behalf of labor over the past 150 years. This time, however, the makeup of the Congress, the Executive Branch and soon the Supreme Court are aligned in a way that will make successfully defending workers’ rights more challenging than ever before. For example, on February 1, 2017, Representatives King of Iowa and Wilson of South Carolina introduced H.R. 785 to the Committee on Education and the Workforce. H.R. 785 is a bill that provides a national right to work law and extends that law to rail workers by removing the protections against such laws that is currently in the Railway Labor Act. This bill is extremely anti-labor and its passage would negatively impact every one of our members, whether bus, rail or airline.

Thereafter, on March 6, 2017, House Republicans released a draft health care plan for



**SMART**  
**Transportation Division**  
**President’s Column**  
*By John Previsich*

review and on March 20, 2017, formally introduced the plan as the American Health Care Act of 2017 (H.R. 1628), referred to by the acronym AHCA and nicknamed variously Trumpcare, Ryancare, and Republicare.

This bill was designed to repeal portions of the Patient Protection and Affordable Care Act, otherwise known as Obamacare. This bill was widely perceived as the “repeal and replace” alternative, however, about the only thing that Congress could agree on with this bill was that it was unworkable and not worthy of a vote. Although we have no doubt that the merits of the bill will be argued at great length, what is inarguable is the harm that the bill’s sponsors intended for those who work for a living and receive health plan coverage from their employer. Astonishingly, the bill proposed to eliminate every major tax that the Affordable Care Act had imposed in order to pay for the costs of its coverage, **except for one** – the tax on employer-provided health plans enjoyed by the working men and women of America. According to the non-partisan Congressional Joint Committee on Taxation, the proposed revisions would give a tax cut of almost \$600 billion dollars to the top 2½ percent while allowing for the first time a new tax on workers’ health benefits.

And then on March 16, 2017, the President released his proposed budget for 2018, revealing several priorities that are extremely

harmful to our members who work in the transportation industry. The budget proposes zero dollars for Amtrak, eliminates the Essential Air Service program that provides employment for most of our airline members and cuts almost every program for the funding of local transit that is the livelihood of our bus and transit members.

And finally, CSX has fallen victim to a \$300 million shakedown that will have a significant impact on its employees and its customers.

Your union, and others, stand ready to fight each and every one of these threats. We have already mobilized at all levels and are having discussions in every forum to protect the interests of our members. We are working against right to work at both the national and state levels; the proposed health care revisions are already dead due to a curious mix of negative support from those who thought it went too far and those who thought it didn’t go far enough. We are working with our friends in congress to reduce and/or eliminate the proposed budget items that are so harmful to our members and we are continuing to mediate the national rail contract with a goal of reaching a voluntary agreement. But we will need your help – we ask that all members sign up for our union news alerts, download the app and check the Legislative Action Center on our website on a regular basis. Stay informed, stay engaged and be ready to act when the need arises!

Fraternally,



John Previsich  
President, Transportation Division

State Watch

News from SMART TD State Legislative Boards

California

The Federal Transit Administration (FTA) has put a grant on hold that has halted the electrification of CalTrain in California. CalTrain is slated to be a cleaner, more efficient, high-speed commuter rail system in the San Francisco corridor. The FTA says that the grant is on hold until President Trump decides where to distribute federal funds. If the funds are not released by June 30, then the CalTrain electrification project may be derailed permanently.

Colorado

State Legislative Director **Carl Smith** reported that on March 15 Senate Bill 55, the state’s Right-to-Work bill, was postponed indefinitely by the Colorado House’s State, Veteran and Military Affairs Committee. The vote was 9-3, with Democrats voting against the bill and Republicans voting in favor.

“There was standing room only in the committee hearing room as Coloradans showed their opposition to this anti-labor bill and the negative impact it would have on the state,” Smith said.

North Carolina

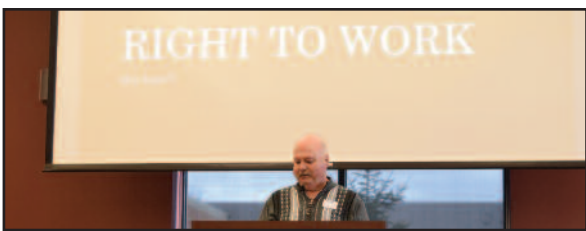
North Carolina State Legislative Director **Ron Ingerick** was reappointed to the State Advisory Council on Occupational Safety and Health by the North Carolina Department of Labor (NCDOL). Ingerick will serve a four-year term beginning Jan. 1, 2017, and ending Dec. 31, 2020.

“Your experience and knowledge are an invaluable asset to the mission of the North Carolina Occupational Safety and Health Program and will certainly help to further the work of this Council,” NCDOL Commissioner Cherie Berry said in a letter to Ingerick. “I am excited to work with you in the coming years as we build on our efforts to promote workplace safety and health in North Carolina.”

Ohio



Above left: Ohio State Senators Nick Celebrezze (D - Dist. 15), Nickie Antonio (D - Dist. 13) and Kenny Yuko (D - Dist. 25) attended the Ohio Legislative Board’s meeting on Right-to-Work is Wrong. Above Right: SLD Stu Gardner.



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.



# Save-the-Date for SMART TD 2017 regional meetings

The 2017 SMART Transportation Division regional meetings are scheduled for **June 12-14 in San Antonio** and **July 10-12 in New York City**. Attendees will be provided with valuable training at the meetings.

As in the past, each regional meeting will run for 2.5 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.

Regional meeting registration and hotel information, as well as web links to make hotel reservations online, can be accessed by visiting [www.smart-union.org/td](http://www.smart-union.org/td) and clicking on the "Regional Meetings" box on the right side of the

page. All those attending the regional meetings must be registered in order to attend any planned social functions. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed 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 SMART Transportation Division, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by **Wednesday, May 10 for the San Antonio meeting** or by **Tuesday, June 6 for the New York City meeting**, or the registrant will be charged an on-site registration fee of \$200.

The pre-registration fee for the 2017 regional meetings is **\$150 per member, spouse or child**

**over age 11.** Additional fees apply for the golf outings and tours. You must make your own room reservations, and certain deadlines apply.

The \$150 registration fee covers all workshop materials; a welcome reception the night before the meetings; three lunches and one evening meal.

Those wishing to attend only the workshops do not need to register. No one-day registrations are offered.

You may cancel your meeting registration 10 days prior to the first day of the meetings or golf outings without penalty.

Call the Transportation Division at **(216) 228-9400** or email [apatchin@smart-union.org](mailto:apatchin@smart-union.org) immediately regarding changes or cancellations.



**San Antonio, June 12-14:** Grand Hyatt San Antonio Hotel, 600 E. Market Street, San Antonio, TX 78205; [www.sanantonio.grand.hyatt.com](http://www.sanantonio.grand.hyatt.com)  
**Reservations:** 1-800-233-1234  
**Reservation code:** SMART UNION GROUP & TRANSPORTATION DIVISION REGIONAL MEETING  
**Room Rate:** \$185 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability.  
**Room reservation deadline:** May 11, or until all rooms being held for SMART TD are reserved.  
**Parking:** \$14.50 per day for self-park (50 percent off), \$39.00 per day for valet parking  
**Golf outing:** The golf outing will take place Sunday, June 11, at Brackenridge Park Golf Club. The cost is \$80 per golfer. Details at right.



**New York City, July 10-12:** Sheraton New York Times Square Hotel, 811 7th Avenue 53rd St., New York, NY 10019; [www.sheratonnewyork.com](http://www.sheratonnewyork.com)  
**Reservations:** 1-888-627-7067 toll free  
**Reservation code:** SMART or 2017 UNION TRANSPORTATION DIVISION  
**Room Rate:** \$189 single/double, plus taxes; Room rates good for three days before and after meeting, depending upon availability.  
**Room reservation deadline:** June 6, or until all rooms held for SMART TD are reserved.  
**Parking:** \$65.00 per day for valet parking, self-parking unavailable



## Avis Rent-a-Car offering discounts at airports

**AVIS** The Transportation Division has arranged with Avis Rent-a-Car to offer discounted rates to members attending the 2017 regional meetings.

To reserve a car, contact Avis at 1-800-331-1600 and use SMART's Avis Worldwide Discount (AWD) number: **D150699**.

For the San Antonio and New York City regional meetings members and guests can reserve a car online. Visit the Transportation Division website at [www.smart-union.org/td](http://www.smart-union.org/td), select the "Regional Meetings" link on the right-side of the homepage, then select the appropriate regional meeting city.

Discounts at each city are good for seven days before and seven days after the meetings.

## United Airlines offers discounted flights to regional meeting cities

**United Airlines** United Airlines is offering discounted flights for members attending the regional meetings.

**San Antonio**  
Valid dates: 06/07/17 - 06/17/17  
Offer code: ZY4D810745  
Z code: ZY4D  
Agreement code: 810745

**New York City**  
Valid dates: 07/05/17 - 07/15/17  
Offer code: ZY4D810745  
Z code: ZY4D  
Agreement code: 810745

Members can book their flights by calling **800-426-1122** or by visiting [www.united.com](http://www.united.com).

## Golf outing scheduled for San Antonio

The golf outing in San Antonio will take place on **Sunday, June 11 at 8:00 a.m. at the Brackenridge Park Golf Club**, 2315 Avenue B, San Antonio, TX 78215. The golf club can be reached at 210-212-7572.

The cost for the golf outing is **\$80 per golfer** and includes: transportation to and from course, green fees for 18 holes of golf, half a cart, lunch and prizes.

Space on the golf outing is limited; reservations are accepted on a first-come, first-served basis. To reserve your spot, fill out the registration form on the right or go to our website at [www.smart-union.org/td](http://www.smart-union.org/td) and click on the "Regional Meetings" box on the right side to register online.

## Two tours booked in San Antonio, New York City

The Transportation Division is arranging two separate tours of local attractions at both the San Antonio and New York City regional meetings.

The first tour is scheduled on Sunday, prior to the meetings; the second tour is scheduled on Monday, the first day of the meetings.

Tour fees are \$35 per tour for each registered guest, or \$75 per tour for each unregistered guest.

Details of the two tours in San Antonio and New York City will be announced as they become available and will appear on the "Regional Meetings" page of [smart-union.org/td](http://smart-union.org/td). Select the "Regional Meetings" link on the right side of the homepage.



## Transportation Division Regional Meeting Registration Form

Registering before the regional meetings expedites 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 2.5 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. Registration forms with payment must be received at the Transportation Division by **May 10 for the San Antonio meeting** and by **June 6 for the New York City meeting** for all members, spouses and guests to be considered pre-registered.

**Which regional meeting will you be attending?** ☐ San Antonio ☐ New York City

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** ☐ San Antonio ☐ New York City

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** ☐ San Antonio ☐ New York City

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** ☐ San Antonio ☐ New York City

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: \_\_\_\_\_

**San Antonio Golf Outing Registration**

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 - NO CASH) \$ \_\_\_\_\_

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 "SMART TD Regional Meeting" and mail to SMART TD Regional Meeting, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333. Please do not send cash. 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 and golf outing is limited; reservations are accepted on a first-come, first-served basis.



SMART TD Alumni

SMART TD Alumni Association

News, information for members of the SMART TD Alumni Association

SMART TD opens new Alumni Association Chapter in Delaware



**Top Left:** Members of the newly-formed Alumni Association Chapter 19 in Delaware. **Top Right:** National Legislative Director John Risch answers retirees' questions concerning Railroad Retirement and other issues at Chapter 19's inaugural meeting. To learn more about how you can join Chapter 19, contact Terry Tasker at 302-559-6614 or by email at Mylrish@aol.com. To start your own chapter or to join a different chapter, contact SMART TD Alumni Association Coordinator Carl Cochran at 305-821-7015 or by email at cochranutu@aol.com.

Members of Local 1378 celebrate two retirements



**Top Left:** Local Chairperson Bill Stone (left) and Local President Jimmy Mallon (far right) presented Mark Bonifacino (second left) and Lewis "Dennis" Lafferty with commemorative plaques upon their retirements. **Top Right:** Members of Local 1378 held a retirement party for members Bonifacino and Lafferty.

Oakland Old Rails Club to hold annual luncheon

The Oakland Old Rails Club is holding its annual Old Rails Dinner April 23 from noon to 3:00 p.m. at Pier 29, 1148 Ballena Blvd., Alameda, CA. A no host happy hour begins at noon with lunch served at 1:00 p.m. Current or retired railroaders, families and friends are invited to attend.

The cost to attend is \$40 per person and includes a choice of Prime Rib, Pasta Primavera, Salmon with Lemon Butter Caper Sauce, or Chicken Marsala in a wine and mushroom sauce. All entrees are served with

garlic mashed potatoes, fresh steamed vegetables, hearts of romaine salad with zesty Italian dressing, dessert and a choice of coffee, hot tea or iced tea. Sales tax and gratuity are included.


Tickets are on sale at the March and April meetings or by phone or mail. Those interested should contact Bill Cotton by mail at 1310 Strathmore Court, Concord, CA 92418 or by calling 925-872-7186. Please write your meal preference on your check, made payable to "Old Rails Club."

Alumni Association member, Robert Gillow, turns 100



Gillow, whose nickname is "Curly," made coffee and brought donuts every morning for his colleagues. One morning his colleagues surprised him with a hand-carved sign above the building that read "Curly's" (right photo, taken in 1975). As a master gardener, Gillow brought his skills to the rail yard and planted the flowers seen in the left photo. Gillow credits his longevity to a healthy diet.

Railroad Retirement annuities not taxable by state



According to Section 14 (45 U.S.C. Section 231m) of the Railroad Retirement Act, the Railroad Retirement Board advises that 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.

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
4	Stinziano, Joseph	Montreal, Que.	471	Vincent, C.	Coquille, Ore.	1378	Hudson Jr., John L.	Delmar, Del.
5	Frasier Jr., John B.	Osceola, Mo.	577	Jacobson, Bernard J.	Lyman, S.C.	1393	Welsh, Mark D.	Buffalo, N.Y.
113	Young III, William E.	Winslow, Ariz.	586	Gallagher, Kevin P.	Elyria, Ohio	1422	Brown, Jerry E.	Buena Park, Calif.
198	Venegas, John	Peoria, Ill.	610	Jancuk, Joseph F.	Baltimore, Md.	1518	Ellis, Robert R.	Westville, Ill.
234	Houk, Rollen E.	Mackinaw, Ill.	645	Brownell, Theodore F.	Marlboro, N.J.	1525	Evischi, Val G.	Centralia, Ill.
281	Brown, Romney L.	Milwaukee, Wis.	656	Dixon, Clyde E.	Arkadelphia, Ark.	1525	Sekosky, Raymond F.	Naples, Fla.
281	Schultz, Walter D.	Round Lake, Ill.	663	Costain, David R.	Brewer, Maine	1972	Putman, Ronald M.	Crane Hill, Ala.
305	Hartig, R. P.	Lincoln, Neb.	706	Claybrook, Jimmie C.	Goodview, Va.	1948	Daugherty, Joseph J.	Youngstown, Ohio
378	Pillars, Ronald A.	Ashtabula, Ohio	898	Ring, Roberta M.	Round O, S.C.	1978	Gisselbrecht, George L.	Salisbury Mills, N.Y.
386	Barnett, William A.	Pequea, Pa.	1241	Spafford, Clifford L.	Riverbank, Calif.			



March is Women’s History Month: A lookback at the women who paved the way for women in rail

**1846:** Sarah Bagley became the first known woman telegrapher Feb. 21 at the Lowell Mill rail depot in Lowell, Mass. Telegraphy for the railroads was one of the earliest fields for women in the workforce.

**1855:** B&O hired the first four women on the railroad. Catherine Shirley and Susan Morningstar were hired on as charwomen; Margaret Carter worked as a restaurant keeper; and Bridget Doheny was hired for an unknown position. Morningstar is credited as being the very first woman hired by a railroad.

**1872:** The Burlington Railroad in Illinois, hired their first female telegraph operator - E. F. Sawyer.

**1901:** Sarah Clark Kidder was the first woman president of a railroad. Kidder inherited control of the Nevada County Narrow Gauge Railroad when her husband died. She was then elected president of the company by the board of directors.

**1928:** Kathrine Gerhardt Beckert was one of the first women hired by the Baltimore & Ohio Railroad as part of its clerical and platform force.

**1942:** The first women hired by the Los Angeles Railway were Helen Blevins, Lorena Weaver, Frances Tigert and Irene Stevens.

**1944:** Arcola Philpott broke the color line at Los Angeles Railways when she became the first African-American “motormanette.”

**1968:** Southern Pacific employee Leah “Rosie” Rosenfeld filed and settled a sex-discrimination suit against her employer that resulted in a change to California’s women’s protective laws and opened senior positions at the railroad for women.

**1973:** Christene Gonzalez hired out as the Santa Fe’s first female locomotive engineer.

**1974:** Bonnie Leake became the first woman engineer on the Union Pacific Railroad.

**1974:** Maureen Shoreys was the first female engineer trainee on the Long Island Rail Road. She was also the first woman to operate a diesel locomotive on the LIRR by herself.

**1974:** Ann Clark became the first female trainman hired out on the Reading Railroad since World War II.

**1974:** Evelyn L. Newell and Jackie Bigelow were the first women to be engineers on the Southern Pacific Railway.

**1974:** Roberta Nelson hired out as Amtrak’s first woman porter out of Chicago.

**1975:** Kathy Guy, a third generation railroader, hired out as a locomotive hostler for the Chicago & Illinois Midland Railroad in Springfield, Ill. She was the first woman to work on the Illinois & Midland Railroad and the first female engineer to work for that railroad as well.

**1975:** Sylvia Duckens was the first black woman engineer to work for the Santa Fe Railway.

**1975:** The SEIU reported that Cindy Angelos, 23, and her niece, Lena Bertucci, 19, were the first women to be hired as switchman and trainman in the Midwest, working for the Milwaukee Road.

**1976:** Edwina Justus was the first female African American engineer to work for Union Pacific. She began her career at UP in 1973 as a clerk in Omaha, Neb. In 1976, Justus became an engineer in North Platte, Neb.

**1976:** Kristine M. Markham (Local 195 - Galesburg, Ill.) hired out as Burlington Northern’s only female switchman.

**1976:** Ramona Allen-Dockter (Local 1344 - Mandan, N.D.) became the first female engineer for the Burlington Northern Railroad. She hired out in 1975 as a brakeman.

**1976:** Patricia O’Leary (Local 1763 - Harmon, N.Y.) hired on as the first female brakeman to work for ConRail.

**1977:** Anita Davis became the first woman to be hired as a hostler helper on the Atchison, Topeka & Santa Fe Railway. The hostler helper was the first rung on the ladder to becoming an engineer. Davis became an engineer in 1978.

**1977:** Lynn Sullivan was the first woman in the South to become a switchman for Illinois Central Gulf Railroad (ICG).

**1977:** Penny Richards was one of the first women in the railroad industry to hold an assignment as a yardmaster. She was also the first person to transfer to a yardmaster position under the provisions of a special national labor agreement between the Railroad Yardmasters of America and the National Railroad Labor Conference. Richards worked for the Milwaukee Road at Tacoma, Wash.

**1978:** Marie Kocovsky became the first woman ticket collector to work for the Chicago and North Western Transportation Company.

**1978:** Linda Melton was Norfolk & Western’s only woman brakeman. She worked out of Ft. Wayne, Ind.

**1978:** Vicki Marshak hired out with ConRail as a trackworker. With her heart set on becoming an engineer, Marshak went for special training and returned as the first female railroad fireman on the Boston and Albany railroad. By 1981, she had become an engineer. In 1984, Marshak became the first woman ever to serve as a special duty engineer for the Metro-North Commuter Railroad.

**1979:** Elizabeth Deirdre Hickey (Local 645 - Garden City, N.Y.) became LIRR’s first female conductor.

**1979:** The LIRR had its first all-female crew: Brakemen Beverly Terrillion, Eileen Denn and Elizabeth Deirdre Hickey.

**1979:** Brenda Webb, JoAnn Condry and Dinah McKee were the first women to pass Chessie’s (now CSX) six-month locomotive engineers’ training school. Webb was the first African American woman to be hired by Chessie as a locomotive engineer.

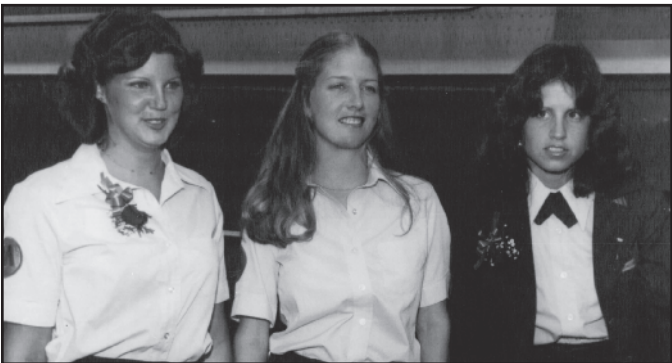
**1980:** UTU member (Local 773 - Galveston, Texas), Debbie L. Williams, became the first woman conductor on the southern division of the Santa Fe Railway.



Sarah Clark Kidder



Evelyn Newell Photo credit: BNSF



Beverly Terrillion, Elizabeth Deirdre Hickey and Eileen Denn made up the first all-woman crew on the LIRR. All three were members of Local 645. Photo credit: SMART TD archives

History of women in Aviation

Continued from page 4

first person to cross the Atlantic twice by air. Later that year, she became the first woman to fly solo and non-stop across the United States from Los Angeles to Newark, N.J.

**1929:** Anne Morrow Lindbergh, wife of Charles Lindbergh, was the first woman to earn a glider pilot’s license.

**1930:** Ellen Church, a registered nurse, was the first female flight attendant in America. She suggested the idea of female nurses on board to Boeing Air Transport, claiming that if people felt safer they would fly more.

**1934:** Helen Richey was briefly hired by Central Airlines and flew the first commercial flight by a woman. She was never given permanent status as a regularly scheduled pilot.

**1938:** Willa Brown was the first African American woman to earn a pilot license (1938) and a commercial license (1939). She was also the first African American woman to become an officer in the Illinois Civil Air Patrol (CAP). Brown helped establish the



Brown

National Airmen’s Association of America, which worked to open the U.S. Armed Forces to African American men.

**1942:** Jacqueline Cochran organized the Women’s Flying Training Detachment (WFTD) which merged with the Women’s Auxiliary Ferry Squadron (WAFS) to form the Women Airforce Service Pilots (WASPS), of which Cochran became the director. The WASPS disbanded in 1944. The group was given retroactive military status in 1977.

**1943:** As a member of the WASPS, Cornelia Fort was the first woman pilot to die in the line of duty for the U.S. military.

**1953:** Jacqueline Cochran became the first woman to break the sound barrier in a F-86 Sabre jet.

**1961:** Turi Wideroe became the first female commercial airline pilot for a major airline outside the Soviet Union when she hired out with Scandinavian Airlines System (SAS).



Cochran

**1964:** Geraldine “Jerrie” Mock was the first woman to fly solo around the world, which she did in a 1953 Cessna 180 single-engine monoplane. The trip ended April 17, 1964 in Columbus, Ohio, and took 29 days, 21 stopovers and almost 22,860 miles. She was also the first woman to fly across both the Atlantic and Pacific oceans.

**1968:** Elinor Williams became the first African-American air traffic controller.

**1973:** Emily Howell Warner was the first permanent female pilot for a scheduled U.S. passenger airline. She was hired in January 1973 by Frontier. In 1976, she became the first female U.S. airline captain.

**1980:** Suzanne Asbury-Oliver is the only professional female skywriter in the world. Suzanne and husband Steven Oliver, became America’s only husband and wife professional skywriting and aerobatic team.

**1986 -** Jeana Yeager and Dick Rutan became the first to fly around the world non-stop without refueling. The flight lasted nine days.

Source: Smithsonian National Air and Space Museum



NTSB issues probable cause of Casselton, N.D. accident



WASHINGTON — The National Transportation Board (NTSB) determined that a broken axle set off a series of actions that resulted in an accident in which about 476,000 gallons of crude oil spilled and ignited near Casselton, North Dakota, Dec. 30, 2013, raising additional concerns about a widely used rail tank car.

The oil spilled from 18 of 20 derailed DOT-111 tank cars. The oil then formed pools that caught fire. Other derailed tank cars eventually ruptured as the heat from the fire weakened the tank steel and increased the internal pressure until oil vapor erupted in violent fireballs.

The NTSB has long had concerns about DOT-111 tank cars, which have a relatively thin 7/16-inch shell thickness, are not puncture-resistant and lack thermal protection as well as top and bottom fittings protection.

Since the accident, Congress and the U.S. Department of Transportation have established requirements for a new, stronger DOT-117 tank car to replace the DOT-111. However, the deadline for replacing DOT-111 rail tank cars and its variants extends to 2029.

The NTSB found that the chain of events for

the accident began when a train carrying grain derailed because of a broken axle on one of its cars. NTSB investigators found a void in the middle of the axle, which was used previously on another train car. In response to the NTSB's urgent safety recommendation on the matter, the American Association of Railroads has moved to require testing of secondhand use axles.

A second train on an adjacent track, carrying crude oil, was unable to stop in time before colliding with the derailed cars of the grain train.



This photo, taken Dec. 31, 2013, shows part of the tank car pileup and residual fire resulting from the train collision near Casselton, N.D. The DOT-111 tank car in the center of the photo sustained a thermal tear, and is still burning. ©NTSB

There were no fatalities or serious injuries resulting from the accident, but nearly 1,500 people were evacuated from nearby homes. The accident could have been much worse had it not occurred about a mile outside of town.

As part of the accident investigation, the NTSB studied advanced brake systems. While their use would not have prevented the

Casselton accident, it may have mitigated the damage. In other scenarios, advanced brake systems have the potential to prevent train accidents altogether.

Among its recommendations, the NTSB suggested studying the use of additional "buffer" cars between locomotives and cars carrying hazardous materials to protect crews. The Casselton oil train had a single buffer car between the locomotives and its hazardous cargo.

Women trailblazers in the bus industry

Women who wanted to work in the bus industry faced many hardships and discrimination, a lot like the women who were trying to break through prejudice in the railroad industry.

Let's take a look back at some of the women who paved the way for other women to enter the bus industry.



Helen Schultz Photo credit FHWA

**1922:** Helen Schultz, the "Iowa Bus Queen," founded the Red Ball Transportation Company, providing city-to-city transportation by bus. The Red Ball company was the first woman-owned busline in the U.S.

**1947:** Dorothy Anderson was the first woman to operate a school bus in Illinois. The school bus that she operated is also known as the very first school bus in Channahon, Ill. She is also credited as being Illinois' first woman bus driver.

**1952:** Irma Herbert became the first female bus driver of Worcester, Md., when she hired out with Worcester County Public schools at age 19. Herbert retired at age 84 as the longest-serving school bus driver in Maryland.

**1967:** Sarah B. Owens was the first African American female and first female to be hired by DC Transit (now WMATA).

**1974:** Judy Kay Souza became the first female bus driver to hire out with the Santa Cruz Metropolitan Transit District in Santa Cruz, Calif.

**1974:** Sherrie Fisher hired out as Santa Barbara Metropolitan Transit District's first female bus driver.

**1974:** Mary Wallace became the first woman bus driver at the Chicago Transit Authority (CTA).

**1977:** JoAnn Satterwhite was the first female bus driver for Capital Area Transit (CAT) in Raleigh, N.C.

**1981:** Elizabeth McKinnon was hired as Greensboro, North Carolina's first African American female bus driver.



Turner

**1983:** Carmen Turner became the General Manager of the Washington Metropolitan Area Transit Authority (WMATA). She was the first African American woman to lead a major transit agency.

SMART TD participated in Million Women's March in D.C.

The Women's March on Washington was a grassroots effort to advocate for legislation and policies regarding human rights, women's rights, immigration reform, healthcare reform, environmental issues, LGBTQ rights, racial equality and workers' rights.

The rallies took place January 21, 2017, all over the world with an estimated 5 million people having participated. At least 408 marches were reported to have been planned in the U.S. and 168 in 81 other countries. Officials reported that a total of 673 marches took place worldwide.

SMART Transportation Division members, officers and staff participated in the march held in Washington. SMART TD officers who participated were TD President John Previsich and National Legislative Director John Risch. Below are some photos from the march taken by SMART TD staff.



Photo credit Lisa Casini



Photo credit Susannah Bender



Photo credit Susannah Bender



Quote of the Month

"Everyone has oceans to fly, if they have the heart to do it. Is it reckless? Maybe. But what do dreams know of boundaries?" - Amelia Earhart

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Marilyn Brito of Local 1563 in El Monte, Calif., submitted this photo of a Metro Bus (LACMTA) enroute to Los Angeles, as it passed the landmark teapot fountain in Temple City, California's Camellia Square. The bus is part of Line 78, which runs from South Arcadia to Los Angeles. "We do enjoy an interesting area to drive through, both historically and architecturally," Brito said.

OSHA finds BNSF retaliated against worker, orders railroad to pay back-wages

BNSF Railway to pay more than \$147k in back-wages, damages to former employee



DENVER – An investigation by the U.S. Department of Labor’s Occupational Safety and Health Administration (OSHA) has found that BNSF Railway Company violated federal law when it terminated a track inspector for insubordination after the employee reported railroad track defects to management.

OSHA has ordered BNSF to pay more than \$147,000 in back wages and damages and take other corrective actions. Agency investigators determined the company retaliated against the former employee in violation of the Federal Railroad Safety Act. A Berkshire Hathaway company, BNSF is an international railroad operator headquartered in Fort Worth, Texas. It employs more than 42,000 employees.

“BNSF employees have the right to protect their safety and that of other employees and the public without fear of retaliation by their

employer,” said Gregory Baxter, regional OSHA administrator in Denver. “Our investigation and our actions on this worker’s behalf underscores the agency’s commitment to take vigorous action to protect workers’ rights.”

The company and the former employee may file objections or request a hearing, within 30 days of receipt of the agency’s order, before the department’s Office of Administrative Law Judges.

OSHA enforces the whistleblower provisions of the CPSIA and 21 other statutes protecting employees who report violations of various airline, consumer product, environmental, financial reform, food safety, health care reform, nuclear, pipeline, public transportation agency, railroad, maritime and securities laws.

Employees who believe that they have been retaliated against for engaging in protected conduct may file a complaint with the secretary of labor. More information is available online at <http://www.whistleblowers.gov/index.html>.

Alaska Railroad lays off 31 employees, eliminates 18 jobs



The Alaska Railroad announced Feb. 10, that they are laying off 31 people and eliminating 18 vacant positions, 8 percent of its workforce.

March 13 was the last day for employees being furloughed or eliminated.

The positions being eliminated range from interns to vice president-level jobs.

The railroad has 609 full-time employees and hires approximately 150 more employees in the summer months to help with increased traffic in passenger rail.

Since 2008, Alaska Railroad has eliminated more than 300 year-round positions.

Who’s behind national Right-to-Work legislation?

Far-right politicians across the country are promoting deceptive right-to-work policies as a means of payback to their big business donors. By weakening workers’ ability to have a say about their job, right-to-work weakens unions’ ability to serve as an advocate for all workers and a check against corporate greed.

Politicians advancing right-to-work legislation depend on a coordinated network of extremist right-wing groups to provide resources and research to pave the way for right-to-work. The most well-known of these cash-flush special interest groups include the American Legislative Exchange Council (ALEC), the U.S. Chamber of Commerce and the National Right to Work Committee.

ALEC

Right-to-work has gained some momentum as a result of the collusion between big business and allied lawmakers involved in ALEC, an established conservative group backed by corporate special interests. While much of its work has gone on behind closed doors, several media outlets and the Center for Media and Democracy have recently exposed how ALEC operates, peeling back the curtain on the significant political influence it wields at the state level.

ALEC gives companies and politicians a shared role in developing its legislative prototypes, which are then introduced in copycat fashion by its members in legislatures nationwide. As part of its extremist agenda, ALEC aims to limit the rights of workers and their unions through initiatives such as right-to-work.

ALEC’s leadership and membership include executives from corporations like Comcast and Walmart that are notorious for their low-wage, anti-worker business practices. ALEC is also tied to heavy hitters in the Tea Party movement who channel their vast wealth to far-right groups and politicians who will in turn support their agenda, which includes right-to-work legislation.

U.S. Chamber of Commerce

As the nation’s most powerful lobbying group, the U.S. Chamber of Commerce has made right-to-work one of its top priorities. The U.S. Chamber and its state affiliates have issued misleading reports, launched PR blitzes, and used their lobbying muscle to advance right-to-work legislation across the country.

Like ALEC, corporations funnel money into the prominent lobbying force to promote their agenda in Congress and in the states. The U.S. Chamber has been campaigning against unions, fair labor practices, increases in the minimum wage and legal protections for America’s workers for nearly a century.

National Right to Work

The National Right to Work Committee and its legal arm, the National Right to Work Legal Defense Foundation, are long-time proponents of right to work. The group claims to be a “worker advocate,” but an examination of past press releases shows no reference to any attempt to improve benefits or working conditions for workers and only one mention of increasing wages. Meanwhile, the organization continuously pushes reports with outdated and flawed information to advance the legislation. National Right to Work refuses to disclose its donors.

What About Corporations?

In addition to hiding behind these special-interest groups, thanks to the Supreme Court’s decision in Citizens United, corporations have significant leeway to funnel hundreds of millions of dollars to influence elections and policy—without having to disclose their role. Since that landmark decision, record sums of money have been spent by outside groups to scale back protections for workers, and it is no coincidence that right-to-work has recently gained momentum.



# 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 picture of one CSX and two Union Pacific engines pulling a train was taken just west of Hawesville, Ky. The train was heading to Louisville, Ky., on the CSX LH & STL subdivision. The photo was taken in the fall of 2016 by Alumni Association member **Phil Fella**. He worked for CSX for 39 years and was a member of Local 1963 in Evansville, Ind.

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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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