



Transportation Division News

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

Risch: For rail safety's sake, ECP brake technology a must

By John Risch, SMART TD National Legislative Director



SMART TD National Legislative Director John Risch at a technology roundtable before the U.S. House Committee on Transportation and Infrastructure, fourth from left.

Recently, I was the only labor participant in a technology roundtable before the U.S. House Committee on Transportation and Infrastructure where we discussed emerging technology in the railroad industry.

The focus of my comments was on Electronically Controlled Pneumatic (ECP) Brakes. I have operated trains with ECP brakes and they are the greatest safety advancement I have seen in my 40 years in the railroad industry. They slow and stop trains up to 70 percent faster than conventional brakes and are the safest most advanced train braking system in the world.

The railroad industry, in arguing against the implementation of ECP brakes, has claimed that dynamic brakes and distributive power are better choices. While they are correct that dynamic braking and distributive power are helpful in braking trains, the truth is – these two features are not nearly as effective as an ECP brake system.

Below is my top 11 list (which is even better than a top 10 list) on why ECP brakes are better than conventional air brakes:

1. ECP brakes maintain a train's brake pipe pressure 100 percent of the time,

Continued on page 10

Arizona SLD Jones met with Sen. John McCain



SMART TD Arizona State Legislative Director Scott Jones (left) recently met with Sen. John McCain (right) and asked for his support on two-person crews. Jones also met with Rep. Ruben Gallego (D), Rep. Trent Franks (R), Rep. Andy Biggs (R), Rep. Tom O'Halleran (D) and Rep. Dave Schweikert (R) and asked for their support as well.

SLD Dragoo introduced Sen. Sanders



SMART TD Kansas State Legislative Director Ty Dragoo introduced Sen. Bernie Sanders at a rally in Topeka, Kan., Feb. 25. **Read more on page 5.**

Send your submissions to SMART Transportation Division by emailing:
news_td@smart-union.org

TD President Previsich met with Rep. Shuster about TD issues



SMART TD President John Previsich (right) met with the Transportation & Infrastructure Committee Chairman Rep. Bill Shuster (left) about our issues currently being reviewed by the committee.

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 H.R. 233-Two-Person Crews!

Using the LAC online is quick and easy: Just visit the SMART TD website at 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

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 11 gives back to the community. See page 2.



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



Regional Meeting tours announced! See page 7.



Retired labor raises money for veterans. See page 8.

Around the SMART TD

Local 11, Houston



Local 11 teamed up with former Local Chairperson **Carlos Wallace** and his business, Sol-Caritas, to give back to the community.

“Local 11 expressed their love and respect for the community by donating school supplies to Hoffman Middle School in Houston,” said Local Legislative Representative **Darrell Barrett Jr.**

“Local 11 donated school supplies that teachers and students need. We would like to thank Hoffman Middle School for giving us the opportunity to help and to show our support to the brilliant young minds at the school.”

Left: Former Local Chairperson Carlos Wallace delivered school supplies on behalf of Local 11 to administrators at Hoffman Middle School. Pictured from left are Assistant Principal Frank Cisneros, Wallace and Principal Rosalyn Sweat.

Local 202, Denver

SMART TD Local 202 Chairperson **Michael Seliquini** was interviewed by coloradopolitics.com on his views of Colorado Senate Bill 213, the state’s bill on driverless vehicles.

“It looks like this nice little bill that just makes us safer,” Seliquini said, arguing that the bill gives too much freedom to the corporations who develop the driverless vehicle technology. “In reality, it relies on corporate goodwill and self-regulation rather than thorough testing,” he said.

“You don’t ask a 16-year-old if they can follow the rules of the road, you make them prove it before they get the keys,” Seliquini told Colorado Politics.

Seliquini is also concerned about the impact driverless cars will have on Coloradoans who are currently employed as drivers. The bill has already passed in the State’s Senate and with bipartisan support in the State House, it will likely become law.

Local 60, Newark, N.J.

Jennifer “Cookie” Doyle reported that Local 60 will hold a **Railmen for Children** charity bike run **Saturday, July 22, 2017**. Registration begins at 10 a.m. and goes until 11 a.m., when motorcycle riders will put their kickstands up and start the run. Cost: donation of \$20 per rider, \$15 per passenger and \$15 for non-riders. The ride begins and ends at the **Tramontin Harley-Davidson, 482 Hope Blairstown Rd., Hope, NJ 07844**. Riders will be fully escorted by the Blue Knights NJ8. Food and a live band will be provided after the ride concludes.

All members and locals of SMART are welcome to attend. All sign-ups will be done the day of the event. **For questions, contact Cookie at 973-219-2968.**

Established by New Jersey Transit conductors and engineers, **Railmen for Children** brings joy and laughter to more than 300 special needs children each year via the “Santa Claus Express.” The children get to go on a scenic round-trip train ride with Santa and friends, complete with gifts and a boxed lunch. All proceeds from the bike run goes to support the Santa Claus Express.



Local 303, Springfield, Mo.



SMART TD Local 303 members Alex Johnson, Local Legislative Representative Jeff Nichols and Zach McElwain man an anti-Right-to-Work educational booth at a Jackson Day celebration April 7-8.

initiative hosted by the AFL-CIO, along with over 150 other local area union members. The session was a ‘train the trainer’ session, teaching members how to go back to their own locals and train their members on how to collect signatures for the referendum.

Local 854, Portsmouth, Va.

Members of Local 854 and UTU Auxiliary Lodge 854 came together to support Georgia State Legislative Director **Matt Campbell** in his bid for Ga. state senate district 32. Virginia State Legislative Director **Ronnie Hobbs** said that together they raised \$200.00 for Campbell’s campaign.

“We believe as a union family, we should support all members of our union, not just here in Virginia, but in all states,” Hobbs said. “This donation drive was as simple as asking each family in our local to donate. Local 854 and Auxiliary Lodge 854 stand united and proud to show our support for Mr. Campbell.”

Local 1374, New Castle, Pa.



Johnson and her son

Maureen “Moe” Johnson of SMART TD Local 1374 has been diagnosed with lung cancer. Johnson is a single mom and has lost her health insurance that was previously provided through the railroad.

A benefit was held May 20, 2017, to help Johnson with her medical bills and other expenses. Donations can also be made to Johnson by sending a check to: **Maureen Johnson, 555 Audrey Lane, Struthers, OH 44471.**

It takes two: TD members Hauck & Swayze help hotel employee in medical emergency

It was business as usual for SMART TD Wisconsin Assistant State Legislative Director **Andy Hauck** and member **Al Swayze** (Local 583 in Fond Du Lac, Wis.), conductors for Canadian National Railway. At an on-the-job layover in Hammond, Ind., the men were in the dining area at a Comfort Inn having coffee before starting a night shift, when they heard a loud thud, then a scream.



Hauck

A hotel maintenance worker who was mopping the lobby floors had fallen to the floor in an apparent seizure.

“I heard him hit the ground and a half second later, I heard the receptionist scream. When we ran out to the lobby, there were a few people who ran over to him, but they seemed to be in shock and didn’t know what to do,” Hauck said.



Swayze

Hauck and Swayze reached the man in seconds and took control of the situation. Experienced in emergency training during his time as a volunteer firefighter, Hauck directed the hotel manager and the assistant manager to help roll the man onto his side, while Swayze called 911.

“He was a pretty big guy, and I didn’t want to attempt moving him without help,” Hauck said.

Hauck yelled out for clean towels, as the man was bleeding profusely from a cut on his head, sustained in the fall.

The 911 dispatcher relayed emergency instructions to Swayze, who then relayed them to Hauck. To stop the bleeding, Hauck held a compress to the man’s head until paramedics arrived.

When asked if he was concerned about the health hazards of coming into contact with blood from a complete stranger, Hauck answered, “Not at all, you do what you have to do to help someone out.”

Thanks to Hauck’ and Swayze’s quick actions, the hotel worker made a full recovery and is back to work.

Hauck described the team effort that helped to save this man as one that is needed in any emergency situation, especially those on the railroad.

“If you’re a railroader long enough, you learn to react quickly in emergency situations – and you need a team for a positive outcome. Whether you’re handling a situation on the tracks, or helping a fellow citizen off-duty – a team effort can mean life or death,” he said.

“And that is exactly why it is absolutely necessary to have at least two crew members operating a train at all times,” Hauck added.

Go to the SMART TD Legislative Action Center (LAC) to ask your representatives to support H.R. 233, the national two-person crew bill. Visit the LAC here: http://www.congressweb.com/SMART_Transportation.

SMART TD commends Hauck and Swayze for their quick thinking and willingness to help during an emergency situation.

Previsich, Risch met with Sen. Tester about two-person crews



SMART TD President John Previsich (center) and National Legislative Director John Risch (right) met with Senator Jon Tester (left; D - Mont.) and asked for his support on two-person crews.

Local 303 MOW members ratify new five-year contract



SMART Transportation Division-represented Maintenance of Way (MOW) employees of the Missouri & Northern Arkansas Railroad (a Genesee Wyoming property) have ratified a five-year contract.

General Chairperson **Steve Simpson** and 1st Vice General Chairperson **Scott Chelette** were assisted by Vice President **Doyle Turner** in the negotiations and ratification of the agreement for GO 927.

Local 303 Chairperson **Ryan Tabor** and Vice Local Chairperson **Justin Nozar** played a large role in the preparation of the Section 6 notice, providing valuable information regarding the members’ wants and needs on the property.

The new agreement provides a signing bonus as well as a 14 percent raise over five years, a guarantee of 11 paid holidays and additional vacation days for all members.

FRA denied CSX bid to remove track signals

A collective of rail unions and a Michigan citizen lobbied the FRA to deny a CSX block signal application (BSAP) that would discontinue the use of vital safety signals along a busy freight rail line in Michigan – and won.

SMART Transportation Division, Brotherhood of Locomotive Engineers and Trainmen, Brotherhood of Maintenance of Way Employees and the Brotherhood of Railroad Signalmen successfully lobbied the FRA to block CSX’s bid to discontinue the traffic control system (TCS) along the Michigan rail line that connects Grand Rapids, Lansing and Detroit.

The FRA said in their letter to CSX: “FRA notes that the discontinuance of the signal system bypasses broken rail protection, switch point alignment detection, eliminates train separation protection and identifying train locations. These factors, coupled with the level of hazardous materials moving on this line and the trains that meet and pass as well, do not support the safety of discontinuing the TCS and removing the signals in this area. The Board (FRA’s Railroad Safety Board) concluded that granting approval of the BSAP would not be in the public interest or consistent with railroad safety. As a result, FRA denies approval of this request.”

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

Congress votes to restore transportation funding to budget

In the strongest bi-partisan move since President Trump’s election, Congress passed a spending agreement called an omnibus that is in stark contrast to President Trump’s 2018 budget – in which he proposed that transportation funds be slashed by the billions.

In the bill, Congress secured and even increased transportation funding, preventing the loss of tens of thousands of jobs, the elimination of long-distance train service, and a freeze on railway, road and bridge infrastructure upgrades.

One important spending increase was an additional \$570,000 for the National Mediation Board; something SMART TD has been seeking to reduce the backlog of arbitration cases.

For our California members, the omnibus included \$100 million in funding for the Caltrain electrification project. This means that construction—previously placed on hold by the Department of Transportation will move forward, with federal funds for Caltrain guaranteed until the end of FY2017.

For our Great Lakes pilot and flight attendant members the Essential Air Service (EAS) program for rural communities was fully fund-

ed, something President Trump’s budget also proposed to eliminate.

For our bus membership, federal funding for the Federal Transit Administration—slated by the administration for a major decrease—was increased by \$236 million and \$2.4 billion was included for Transit Capital Investment Grants.

In addition, the omnibus spending provides a permanent solution to guarantee health care for nearly 22,000 retired union mine workers who have been impacted by the growing decline of coal production.

“This proposal, which had widespread support on both sides of the political aisle sends a clear message to the White House that killing transportation initiatives and slashing transportation funding is not supported by Congress – and is not in the best interest of transportation workers and our nation,” said John Risch, SMART TD national legislative director.

Although this vote is a victory, we must remain vigilant and continue to contact our representatives to make it clear that investments in transportation are vital to our nation.

GCA 875 negotiation committee for LACMTA members



Members of the GCA 875 negotiating team met on the first day of negotiations, Feb. 15, to go over strategies and last minute preparations before heading into negotiations with the Los Angeles County Metropolitan Transportation Authority (LACMTA). Pictured from left (first row): Local 1563 Chairperson Robert Gonzalez and GO 875 General Chairperson Marco Gudino; (standing): GO 875 Vice General Chairperson John Ellis, GO 875 Communications Director Andrew Gonzales, Local 1564 Chairperson Ulysses “Butch” Johnson, Local 1564 Chairperson John Cabanas Jr., Bus Dept. Vice President Adhi Reddy, Transportation Division President John Previsich, Legal Counsel Julie Gutman Dickinson, Local 1565 Chairperson Quintin Wormley and GO 875 Secretary Gilbert Camacho.

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.

Meeting members on the job in TD and SMART's other crafts

In recent months, I have been involved in an effort of great value to our union—and to me as your general president: talking with members where they work, literally on (or near) the job. These sessions—which are ongoing—have enabled me to hear directly from you, the members and the local leadership, about your concerns and your priorities.

“We have experience fighting against Right-to-Work laws at the international level. We have won some and lost some, and each step of the way we have learned and adapted our tactics and strategies to beat our opposition. We cannot build success without you, our members.”

One of my most recent visits was in April, at the general chairperson's conference in Houston. In both the formal and many informal interactions there, I heard about your discipline concerns at work, the status of negotiations with the national carriers, and we discussed the threat of new Right-to-Work laws that not only target workers in the private sector but now threatens those of us employed under the National Railway Labor Act.

We have experience fighting against Right-to-Work laws at the international level. We have won some and lost some, and each step of the way we have learned and adapted our tactics and strategies to beat our opposition. We cannot build success without you, our members, our boots on the ground—and the constituents of those wage-killers.

I will keep you updated as our efforts continue. In the meantime, visit the SMART Action Center where you can contact your local congressional leaders about your opposition to



SMART General President's Column *By Joseph Sellers Jr.*

this legislation. Only united, standing shoulder-to-shoulder, can we win this battle.

“Don't assume your elected leaders always know what you're thinking. For us to best represent you we need to know what your priorities are. As long as I and SMART leadership keep hearing from you, we'll be able to ensure the best representation on the critical issues, for you and our fellow members.”

Your input is vital, so make contact any time—online

In the works for the coming months are more listening sessions with TD members, including the metropolitan Northeast, where we have so many members, lines and facilities—all with their unique issues.

Nothing is more personal than representation. Helping those who have been treated unfairly is at the heart of our union. In my conversations with mem-


bers, I have heard a great deal about workplace representation and national negotiations with the carriers.

I look forward in the coming months to connecting with many more of you, wherever my travels take me. But you can also communicate directly as well.


Join our action network by texting 'SMART' to 90957 (message and data rates may apply) and send your message to the attention of the GP; or use our social media site at facebook.com/smartunion to give your views.

Don't assume your elected leaders always know what you're thinking. For us to best represent you, we need to know what your priorities are.

As long as I and SMART leadership keep hearing from you—directly—we'll be able to ensure the best representation, on the critical issues, for you and our fellow members.

Fraternally,

Joseph Sellers Jr.
General President, SMART

SHEET METAL | AIR | RAIL | TRANSPORTATION



TRANSPORTATION DIVISION

Joseph Sellers Jr.
SMART
General President
jsellers@smart-union.org

Richard L. McClees
SMART
General Secretary-Treasurer
rmcclees@smart-union.org

John Previsich
SMART Transportation Division
President
president_td@smart-union.org

John Risch
SMART Transportation Division
National Legislative Director
jrisch@smart-union.org

Contact us: news_td@smart-union.org
Phone: (216) 228-9400
Fax: (216) 228-5755

Aviation Department News

News affecting our aviation membership

Essential Air Service funding saved by Congress

The Essential Air Service (EAS) program, which funds small airlines like Great Lakes Airlines (GLA), was on the chopping block in President Trump's budget plan.

On May 4, in a bi-partisan move, Congress passed an omnibus spending agreement that restored all transportation funding that was previously eliminated in President Trump's proposed budget. With the passage of this bill, jobs are not only safe, but previously planned upgrades to infrastructure can now continue. EAS funding, which was eliminated in the original budget, has not only been restored, but has been fully funded in the omnibus.

EAS helps fund small airlines to provide service to smaller airports throughout the country. Without this funding, most, if not all, small airlines were expected to fold because they would not be able to afford to provide service to and from small cities.

Updates to Great Lakes Airlines: the positive and the negative

The Positive:
Prescott eNews reported that flight service in and out of the Prescott, Ariz. airport by Great Lakes has seen a significant improvement. With the upgrade to the EMB-120 aircraft, GLA is more reliable and more comfortable to fly in.

“The people at Great Lakes are doing their best to provide reliable and safe transportation. The more of us that fly out of Prescott can only improve our service in the future,” said customer Steve Van Syke.

Another GLA customer, Marilyn Terrace, said, “I really love flying from Prescott to LA on Great Lakes. It is the best.”

The Negative:
The News&Observer reported that GLA is behind in their lease payments by \$80,000 for their company headquarters at the Cheyenne Regional Airport in Cheyenne, Wyo. During a meeting of the Cheyenne airport board, the Director of Aviation Tim Barth said the total represents five months of missed payments from December 2016 through April 2017. GLA is currently working on a solution by refinancing.

Bus Department News

A message from your bus department leadership

Dear SMART TD members:

The year 2017 is passing us by just like a freight train. We are in the month of May already and the SMART TD 2017 regional meetings are quickly approaching.

These annual meetings provide training programs set up by SMART Transportation Division for the membership. This year we will be in Texas and New York. The dates are as follows: June 12, 13 and 14 in San Antonio, and July 10, 11 and 12 in New York City.

The regional meeting training is designed for officers, but is also beneficial for all members. If you are looking to become an officer, this is where you can prepare yourself and learn about the work required for each position.

Contract Negotiations
The contract negotiations for our membership employed by First Student Inc. in Gardena, Calif., are under way. We have made progress in negotiating a new contract for them. We have also made progress in the negotiations for members employed by LACMTA.

General Committee of Adjustment 875, led by General Chairperson **Marco Gudino**, is helping us with the LACMTA contract negotiations. Mr. Gudino, Vice General Chairperson **John Ellis**, General Committee Secretary **Gilberto Camacho**, General Committee Communications Director **Andrew Gonzales**, Local 1563 Chairperson **Robert Gonzalez**, Local 1564 Chairperson **Ulysses Johnson**, Local 1564 Chairperson **John Cabanas Jr.** and Local 1565 Chairperson **Quintin Wormley** are doing a great job in assisting with negotiations.

We are optimistic that we will have a great contract that includes better working conditions and a good pay raise, both of which are long overdue.

Our SMART TD President, **John Previsich**, joined the negotiations team Feb. 15, 2017, in all-day meetings with LACMTA. On behalf of the bus department, we would like to thank President Previsich for his ongoing support.

In Solidarity,

Adhi Reddy
SMART TD Bus Vice President
216-287-9324
areddy@smart-union.org



Reddy



Educate – Organize – Mobilize!

Educate—Organize—Mobilize!
This is the theme for SMART Transportation Division’s upcoming regional meetings, to be held in San Antonio, Texas, on June 12-14 and New York City, New York, on July 10-12.

This theme was selected in order to continue our renewed emphasis on education and training and also to build awareness of the many tools that are offered to take that training to the next level.

“The threats are real and it will take an educated, organized and mobilized strategy by all of labor to counteract the efforts of those who are attempting to turn back the clock.”

Educate - This year’s workshops will build on the positive feedback received from last year’s meetings, offering improved course studies for members and officers. The courses are offered with multiple tracks to enhance the skills of every member, including full schedules designed for legislative matters, local officer training, bus issues and treasurer workshops.

Reinstating a well-received initiative, this year the meetings will again offer a certification program for those who wish to participate. Members may record attendance by scanning their badge at the conclusion of each workshop. Those who participate at the higher levels will receive a certificate and a lapel pin in recognition of their achievement.

Organize - The meetings this year will offer guidance on strategies and techniques to



**SMART
Transportation Division
President’s Column**

By John Previsich

implement the lessons learned during the workshops. Whether it be organizing to improve the conduct of a local meeting or forming a group to get out the vote come election time, the goal is to assist all attendees in developing the skills necessary to apply at the local level and incorporate the lessons learned during the meetings.

“All members need to be informed and prepared to offer support and assistance when called upon. It is through our collective efforts that we will be able to withstand attacks...on a safe working environment and a good living for our members and their families.”

Mobilize! - This is a critical part of this year’s theme. Now, more than ever before, we are in a political environment that is unfriendly to organized labor.

There are efforts underway at the local, state and federal levels to dismantle many of the protections and benefits that labor has earned during the 150-year history of the American labor movement. From taxing workers on their

employer-provided health care, to implementing Right-to-Work at the national level, many people not favorable to organized labor view this time as a window of opportunity to advance their anti-labor initiatives.

The threats are real and it will take an educated, organized and mobilized strategy by all of labor to counteract the efforts of those who are attempting to turn back the clock.

Accordingly, this year’s regional meetings will have a special focus on mobilization at the local level. From lobbying first responders in support of our two-person crew bills, to speaking out in Washington through utilization of the SMART TD Legislative Action Center, success in this environment will depend on an informed and mobilized membership.

We ask all members to sign up for the SMART Action Alerts and download the SMART TD app and utilize the SMART TD website. All members need to be informed and prepared to offer support and assistance when called upon. It is through our collective efforts that we will be able to withstand attacks on the benefits, wages, retirement, regulations and transit funding that provide a safe working environment and a good living for our members and their families.

I look forward to seeing you at the regional meetings in San Antonio and New York!

Fraternally,

John Previsich
President, Transportation Division

State Watch News from SMART TD State Legislative Boards

California

In a win for labor, California Assistant State Legislative Director **Mike Anderson** reported that A.B. 1174, the state’s Right-to-Work legislation, failed to pass out of the California Labor and Employment Committee by a 5-1 vote that occurred April 20.

Georgia



Georgia State Legislative Director **Matt Campbell** ran for the Georgia State Senate, District 32. There were eight candidates running in the special election held April 18.

Although, Campbell lost his race, he was able to forge a good relationship with the candidate who will likely win in the runoff election.

“Running for office is a lot of hard work, but it was a great experience,” Campbell said.

Kansas



SLD Ty Dragoo (middle) escorts Sen. Bernie Sanders (left) after his speech at the Washington Days dinner in Topeka, Kan.

Kansas State Legislative Director **Ty Dragoo** was asked by the office of Sen. Bernie Sanders (I - Vt.) to introduce the senator at the annual Washington Days dinner held in Topeka, Kan., Feb. 25.

“I spoke with him (Sen. Sanders) and he remembered me from Railroad Day on the Hill in Washington, D.C. from a few years ago. He asked if I was with UTU and still fighting for labor. I said I was and I would be honored to introduce him,” Dragoo said.

Dragoo explained that when he first met Sen. Sanders at Railroad Day on the Hill, Sen. Sanders told him, “I’m with UTU, whatever you guys need. I’m with labor. I know the issues you’re here to talk about and I’m with you.”

Ohio

The Ohio State Legislative Board has been hard at work getting the word out about Right-to-Work legislation in the state. The board has been holding informational sessions all over the state to educate not only members, but also the public about the damaging effects the legislation could have if passed by Ohio’s congress. The board was also interviewed by *The Union Edge: Labor’s Talk Radio* on why Right-to-Work is wrong for all working families. A recording of the interview is available on the SMART TD website at www.smart-union.org/td.

Nevada

Nevada Senate Bill 427 (S.B. 427), sponsored by Nevada State Senator Mark Manendo (D – Dist. 21), seeks to restore a requirement in Nevada’s laws requiring two-person crews operating freight trains in Nevada.

“In an incident such as a derailment resulting in the release of hazardous materials, the elimination of a crew member from freight trains would cause delay in notification to emergency responders. That creates an unacceptable risk to the public,” said SMART TD Nevada State Legislative Director **Jason Doering**.

“The desire to pursue single-person operations of freight trains clearly represents placing cost reduction and profits ahead of responsibility for ensuring that movement of freight by rail through the communities of Nevada takes place in the safest possible manner,” added Matt Parker, chairman of the Nevada state legislative board of the Brotherhood of Locomotive Engineers and Trainmen (BLET).

Nevada law previously specified a minimum crew size for freight trains in the state. The crew size requirement in that law was repealed in 1985 to accommodate changes to collective bargaining agreements negotiated between rail carriers and the labor unions representing their transportation craft employees.

“Had we foreseen the day that rail carriers would seek single-operator crews, we most certainly would not have supported repeal of Nevada’s previous crew consist requirements, instead we would have insisted upon a modification to the law,” said retired UTU Nevada State Legislative Director **Rodney Nelms**, who participated in the 1985 legislative action.

S.B. 427 passed the Senate Committee on Transportation with a 3-2 vote. A special thanks goes out from Doering to Sen. Manendo for sponsoring S.B. 427. Doering asks that members contact their Nevada state senators and ask them to support S.B. 427.

Submit your legislative stories and photos to SMART Transportation Division by emailing:
news_td@smart-union.org

Registration still open for 2017 regional

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 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 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 **Saturday, June 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 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 without penalty.

Call the Transportation Division at **(216) 228-9400** or email **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
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.
Parking: \$29 per day for self-park, \$39.00 per day for valet parking

San Antonio workshop schedule

- Monday, June 12**
- Bus Operator Assault - Part 1: 9 a.m.; Part 2: 10:45 a.m.
 - DLC Presentation; 9 a.m.
 - Railroad Retirement Board Informational Session; 9 a.m.
 - S&T Do's and Don'ts - Part 1: 9 a.m.; Part 2: 10:45 a.m.; Part 3: 1:30 p.m.
 - FRA Pending Regulations - Hours of Service; 10:45 a.m.
 - Local Chairperson Training - Best Practices; 10:45 a.m.
 - Bus - HRC Conflict/De-escalation; 1:30 p.m.
 - Nuts and Bolts (Local Chairperson Training); 1:30 p.m.
 - S&T - Billings; 1:30 p.m.
 - Your Legislative Dept.: High Stakes, Challenging Times; 1:30 p.m.
 - S&T - Taxes & Reporting; 3:45 p.m.
- Tuesday June 13**
- Local Officer Training - Part 1: 9 a.m.
 - Bus -The Role of the Union in Negotiating Grievance Handling - Part 1: 10:45 a.m.; Part 2: 1:30 p.m.
 - FRA - Federal Certification/Training Requirements; 10:45 a.m.
 - Railway Labor Act; 10:45 a.m.
 - S&T - Working the Billing - Part 1: 10:45 a.m.; Part 2: 1:30 p.m.; Part 3: 3:45 p.m.
 - Auxiliary of the UTU Informational Session - Part 1: 10:45 a.m.; Part 2: 2 p.m.
 - Investigations & Discipline - Formal Hearing - Part 1: 1:30 p.m.; Part 2: 3:45 p.m.
 - Legislative Rep. Training; 1:30 p.m.
 - NLRA - Duties & Responsibilities; 3:45 p.m.
- Wednesday, June 14**
- Local Officer Training - Part 2: 9 a.m.
 - Bus - Legislative Workshop; 10:45 a.m.
 - Live Arbitration; 10:45 a.m.
 - Rail - Internal & External Organization & Mobilization; 10:45 a.m.
 - S&T - WinStabs/iLINK; 10:45 a.m.
 - S&T One-on-One; **Every day** at 10:45 a.m., 1:30 p.m. & 3:45 p.m.

• Note: Workshops subject to change, check meeting program for final schedule



New York City, July 10-12: Sheraton New York Times Square Hotel, 811 7th Avenue 53rd St., New York, NY 10019; www.sheratonnewyork.com
Reservations: 1-888-627-7067 toll free
Reservation Code: SMART or 2017 UNION TRANSPORTATION DIVISION
Room Rate: The \$189 room block for the Sheraton New York Times Square Hotel has been sold out. We have an additional small block of rooms available for \$239 per night (plus tax), if anyone still needs to book a room for the New York City regional meeting.
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

New York City workshop schedule

- Monday, July 10**
- Bus Operator Assault - Part 1: 9 a.m.; Part 2: 10:45 a.m.
 - DLC Presentation; 9 a.m.
 - Railroad Retirement Board Informational Session; 9 a.m.
 - S&T Do's and Don'ts - Part 1: 9 a.m.; Part 2: 1:30 p.m.
 - FRA C3RS & Pending Regulations; 10:45 a.m.
 - Local Chairperson Training - Best Practices; 10:45 a.m.
 - DOL/RRB presentations; 10:45 a.m.
 - Bus - HRC Conflict/De-escalation; 1:30 p.m.
 - Nuts and Bolts (Local Chairperson Training); 1:30 p.m.
 - Your Legislative Dept.: High Stakes, Challenging Times; 1:30 p.m.
 - S&T - Taxes & Reporting; 3:45 p.m.
- Tuesday July 11**
- Local Officer Training - Part 1: 9 a.m.
 - Bus - Navigating Grievance Handling & Arbitration - Part 1: 10:45 a.m.; Part 2: 1:30 p.m.
 - FRA - Hours of Service & Federal Certification; 10:45 a.m.
 - Railway Labor Act; 10:45 a.m.
 - S&T - Working the Billing - Part 1: 10:45 a.m.; Part 2: 1:30 p.m.; Part 3: 3:45 p.m.
 - Auxiliary of the UTU Informational Session - Part 1: 10:45 a.m.; Part 2: 2 p.m.
 - Investigations & Discipline - Formal Hearing - Part 1: 1:30 p.m.; Part 2: 3:45 p.m.
 - Legislative Rep. Training; 1:30 p.m.
 - NLRA - Duties & Responsibilities; 3:45 p.m.
- Wednesday, July 12**
- Local Officer Training - Part 2: 9 a.m.
 - Bus - Legislative Workshop; 10:45 a.m.
 - Live Arbitration; 10:45 a.m.
 - Rail - Internal & External Organization & Mobilization; 10:45 a.m.
 - S&T - WinStabs/iLINK; 10:45 a.m.
 - S&T One-on-One; **Every day** at 10:45 a.m., 1:30 p.m. & 3:45 p.m.

• Note: Workshops subject to change, check meeting program for final schedule

Regional meetings

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, 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 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.

Two tours booked in San Antonio, New York City

SMART TD has arranged 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. Lunch is included with all tours.

San Antonio Tours

Sunday, June 11, 2017; 10 a.m. - 3:30 p.m.
Exploration and Discovery - Natural Bridge Caverns
Visit the majestic Natural Bridge Caverns, followed by the quaint town of Gruene, Texas, where you’ll have time to shop and explore.

Monday, June 12, 2017; 10 a.m. - 2:30 p.m.
Sizzling Hot San Antonio - A Taste of the City
Discover all the sights, sounds and flavors San Antonio has to offer on this tour. The tour features a chartered barge ride through San Antonio’s waterways to be followed by a viewing of the IMAX film about the Alamo: “*The Price of Freedom*.” Next, enjoy a buffet lunch at the Menger Hotel before rounding out the trip by an exploration of the Alamo.

New York City Tours

Sunday, July 9, 2017; 9 a.m. - 3:30 p.m.
Statue of Liberty & Ellis Island Tour
This tour begins with a ferry to the Statue of Liberty where you’ll have time to explore Liberty Island and all it has to offer. Next you’ll have time to research your family history at the historic Ellis Island.

Monday, July 10, 2017; 10 a.m. - 2 p.m.
Landmarks in the Park (Central Park walking tour)
A motor coach will take you to Central Park where you can check out the landscape, buildings, monuments and works of art. Walkers will pass by famous landmarks such as the Central Park Boathouse, the Great Lawn, Bethesda Fountain and Strawberry Fields. *Intensity level: moderate walking*

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 **June 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

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: _____

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 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

Alumni & retired union members craft shepherd's hooks to hook funds for veterans



Retired Illinois Legislative Chairperson Lloyd Holman stands by his display of shepherd's hooks and plant stands ready to be sold at the RCC produce market.

Retired SMART TD Illinois Legislative Chairperson and Alumni Association member



Lloyd Holman has helped to spearhead a project that could change the lives of many veterans in the Decatur, Illinois area. In early 2014, Holman was asked to manage a project where shepherd's hooks and plant basket holders would be crafted and then sold with the proceeds going to assist veterans with furthering their education at Richland Community College (RCC) in Decatur.

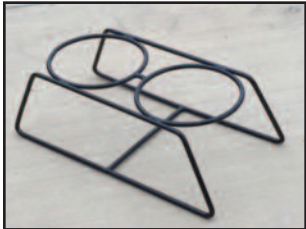
Howard Reynolds, a retired operating engineer and veteran, came up with the idea and approached the Decatur Trades and Labor Assembly (DTLA) of the AFL-CIO to see if he could get his idea put into action.

"As an active member of the DTLA and former

UTU local chairperson, I was asked to manage this project," Holman said. "The idea was to design, build and sell shepherd's hooks and plant basket holders more stable and sturdy than those readily available in most retail establishments."

Shortly after, they produced a plan to sell the shepherd's hooks at RCC's weekly produce market. RCC agreed that all proceeds would be used exclusively for veteran education at the school. The funds are specifically used to cover education items not covered by the GI Bill, such as books, supplies and class materials.

In a show of generosity and support, DTLA and the Decatur Building and Construction Trades Council (DBCT) of the AFL-CIO have donated the money for the cost of materials



needed to craft and fabricate the hooks. "We have a complete volunteer staff, mostly retirees from United Association (UA) Plumbers union, painters and glazers from the International Union of Painters and Allied Trades (IUPAT), Caterpillar members of the UAW, a local small business owner and railroaders from IAM and SMART TD," said Holman. "We come together at least once a week to build shepherd's hooks out of a UA training center."

The group started out with three simple designs, but have grown to offer nearly 30 designs.

Holman said that the project is 100 percent volunteer from time and labor to materials



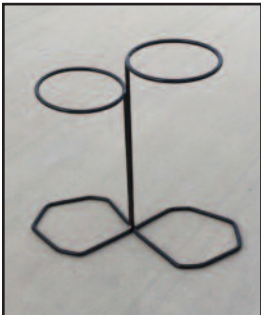
The volunteers that dedicate their time, talents, materials and sometimes their own money to the shepherd's hook project, show their hard work has paid off with a \$10,000 check that they are about to present to the RCC Foundation for Veterans Education. Pictured from left are retired small business owner Stephen Barnes, Holman, retired UA #137 members Dan Reed, Kenny Hill, Bobby Mundy and Bill Hall. Not all volunteers are pictured.

and he would like it to stay that way.

On March 21, 2017, the volunteers, DTLA and DBCT presented a check for \$10,000 to the RCC Foundation for Veteran Education.

"This is a testament to what we can accomplish in taking care of our own when we make a concerted effort. I am proud to be a part of this group," Holman said.

The shepherd's hooks range in price from \$20 to \$80 and the group has made designs that can hold up to nine plants. To make a donation, call Holman at 217-423-0210.



Below: Volunteers present the \$10,000 check to the Richland Community College Board (seated). Volunteers from left are Holman, UA #137 member Mark Greenawalt, IUPAT Regional Director and President of DTLA Bill Francisco and RCC Vice Chairman Myung C. Kim.



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
R	Ryan, Lena E.	Ashville, Ala.	744	Engledow, Russell E.	Buck Creek, Ind.	1074	Cindric, Joseph A.	Uniontown, Pa.
240	Deboever, Leroy R.	Sun City West, Ariz.	807	Grundy, James R.	Wasilla, Alaska	1074	Costantine, Pete	Venice, Fla.
257	Roos, Walter W.	Chadron, Neb.	830	Dunleavy, Carl E.	Harrisburg, Pa.	1074	Yordy, Irwin C.	Oakdale, Pa.
298	Everson, Keith C.	Noblesville, Ind.	830	Via, Henry S.	Harrisburg, Pa.	1177	Ehrlich, Robert G.	Atwater, Minn.
367	Guenther, Werner H.	Columbus, Neb.	838	Coyne, James F.	Conshohocken, Pa.	1221	Newsome, Marion E.	Plant City, Fla.
377	Williams, James M.	Olean, N.Y.	903	Carter, Elvin R.	Jacksonville, Fla.	1315	Hicks, Bobby G.	Corbin, Ky.
493	Acuff, Donald L.	Waterloo, Iowa	911	Krabbenhof, Roy C.	St. Paul, Minn.	1377	Thomas, Creed W.	Greenup, Ky.
498	Laudenslager, Robert A.	Allentown, Pa.	911	Starin, David F.	Oronoco, Minn.	1409	Zimmerman, George H.	Belton, Mo.
500	Clark, Stephen D.	Grand Junction, Colo.	934	Preiss, Kenny J.	Alliance, Neb.	1780	Greene, Charles L.	Kansas City, Mo.
744	Durnal, James W.	Bloomington, Ind.	1000	Emon, Clarence R.	Minneapolis, Minn.			

Iowa two-person crew worked together to prevent disaster

By Iowa State Legislative Director Jim Garrett

In what could have been a disaster, professionalism, training and the benefit of having a two-person crew prevailed March 10 when a Union Pacific ethanol train derailed and caught fire one mile outside of Graettinger, Iowa.

The crew, both SMART TD members, consisted of Local 306 conductor **Rodney Pressler**, and Local 17 engineer **James McDaniel**. McDaniel's training as a firefighter and first responder proved invaluable in assessing wind direction and fire intensity before determining the risk of their subsequent actions. As a result, Pressler was able to safely uncouple 20 cars from the front of the train and move them to a safe location away from the fire.

Shortly thereafter, the on-site Incident Commander contacted the crew and asked if they could also remove cars from the rear of the train because emergency personnel were blocked at a crossing and could not access the scene.

The Graettinger Fire Department provided immediate transportation to the rear of the train where Pressler and McDaniel were able to open the crossing by removing an additional 54 cars, using the rear DP motor. This all occurred before any additional UP personnel arrived at the derailment site.

The importance of training, experience and having two people on a crew cannot be overstated in this incident. One can only imagine the outcome if this derailment had occurred a mile sooner in the town of Graettinger with only an engineer on board. Not only was the town safe because of a two-person crew, but three nearby houses were also able to be shielded from the fire due to the quick thinking and actions of Pressler and McDaniel.

Illinois SLB creates log books to report inadequate lodging facilities

The SMART TD Illinois State Legislative Board (SLB) has developed and produced a new lodging facility report book that can be used by members to document unhealthy and/or unacceptable conditions at carrier-provided lodging facilities (hotels).

The new booklets, entitled, "Carrier Provided Lodging Facility Report Book," are similar to booklets that SMART TD Illinois SLB produced previously that helped members document general unsafe conditions and unsafe walkways.

The convenience of the new booklets, which can be placed and kept in the crew rooms of the lodging facility, is that they are created to make it as simple as possible for members to document certain conditions at lodging facilities and get them reported in a timely manner.

Like the older ones, the new booklets allow a member to fill out a brief form and supply comments about a concern involving the lodging facility (as provided by the rail carrier) that the member utilizes.

The form comes with three additional copies, so once the form is filled out completely the original can go to the railroad and additional copies can go to the lodging facility manager and the SMART TD local.

The new booklet also includes segments from the FRA *Hours of Service Compliance Manual-Freight Operations* that might help members when filling out the form. While the actions of innkeepers are not regulated by the FRA, certain aspects of the Hours of Service Law can be impacted by lodging, including what constitutes suitable lodging at the away-from-home terminal, room condition and availability, and travel time to and from the lodging location itself.

"In my 20-plus year railroad career I've seen

In Memoriam



Elvin Carter, 83, Local 903



Carter

Elvin "Billy" Carter, 83, died March 17, 2017, in Jacksonville, Fla. A member of Local 903, Carter worked as a switch conductor for CSX. A veteran, he served two years in the U.S. Army during World War II.

He is survived by his wife, Sonia Carter; sons, Allyn Carter (Jennifer) and Gary Carter (Cindy); daughters, Cynthia Ware (Christopher) and Karen Bowden (Emery Jr.); sister, Linda Lehmbeck (Harris); and grandchildren, Adam Pritchard, Emery Bowden III, Christopher Ware, Ashlynn Carter and Andrew Carter.

Contributions in Carter's memory may be made to: Northeast Florida Community Hospice: www.communityhospice.com or Shriners Hospital for Children: www.shriners-hospitalsforchildren.org.

Harry James Cluff, 72, Local 489



Cluff

Harry James Cluff, 72, of San Antonio, died April 19, 2017. Cluff was a longtime UTU member of Local 489, and worked as a conductor for Southern and Union Pacific Railroad for nearly 40 years.

Cluff is survived by his mother, Bernice Gibson; wife, Linda Cluff; daughters Natasha Martin (Antonio), Nakisha Cluff, Jarvellyn Robinson (Derron) and Christy Charleston (Chuck); sisters Margie Dean (James) and Paula Love; brothers Donald Cluff, Alandis Gibson and Michael Gibson; grandchildren Miles, Mason and Ethan Charleston; Isaiah Martin, Jayda, Jayce and Christian Robinson; and other family members including numerous cousins, nieces and nephews.

Leroy R. Deboever, 89, Local 240

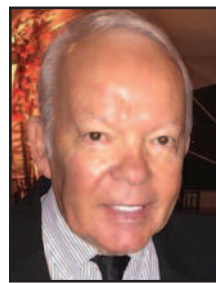
Leroy R. Deboever, 89, died February 19, 2017. Deboever was a member of Local 240 in Los Angeles. He was a member of the United Transportation Union and Former secretary and treasurer of the local for three terms.

He worked the Los Angeles to SLO Pool, Sprint Train LA to PHX Pool, Gemco Road Switcher, LA to Bakersfield Pool, and the LA and SJ Extra Boards over more than 45 years. Condolences go out from Local 240 to Leroy's wife, daughter, son and grandchildren.

John Patrick Kurtz, 69, Local 204

John Patrick Kurtz, 69, of Denver, died April 9, 2017. He married his childhood sweetheart, Janet, in 1970.

Kurtz served in the U.S. Air Force from 1965



Kurtz

to 1969. In 1971, he hired out with the Denver & Rio Grande Western Railroad as an engineer. He was a dedicated member of Local 204 and served as General Chairperson for GO 306.

Kurtz is survived by his wife, Janet and their three children: Kristin Gentry, Ginger Kurtz and Jay Kurtz; and his seven grandchildren who called him "G": Julia, Katharine, Jackson, Lincoln, Raelynn, Sam and Collin.

Donations in Kurtz's memory made be made to Donate Life America at <https://www.donatelife.net/contribute/>.

Milton B. Olson, 80, Local 240

Milton B. "Ollie" Olson, 80, died April 14, 2017. Olson was a retired conductor/brakeman for SP-UP in Los Angeles. He was a dedicated and longtime member of Locals 240 and 1770 out of Los Angeles.

Olson hired out June 6, 1953, with Southern Pacific Railroad as a switchman, then traded seniority to become a brakeman and continued his career on the railroad by taking a promotion to conductor. He worked mainly in and around the City of Industry, Anaheim and Los Angeles, forming lasting friendships with many other conductors, brakemen and road switchers.

Olson retired June 30, 1998, after more than 45 years of service to the railroad. He was an active member of the Alumni Association, and attended the yearly reunion dinner of his chapter.

John J. Venegas, 54, Local 198



Venegas

John J. "Vinny" Venegas, 54, died February 6, 2017, following a short battle with cancer. He served in both the U.S. Army and U.S. Air Force.

He began work at the TZP Railroad in 2006 and became dually certified as a conductor and an engineer. Venegas was an active member of Local 198, Peoria, Ill.

He is survived by his sister, Michelle; brother-in-law, Jeremy; many extended family members and many friends.

"Vinny was a really great guy and a great friend. His passing is a great loss for his family, for our local and for our community," said **Brandt Bechtold**, general chairperson of the Tazewell & Peoria Railroad (PPU).

Memorial contributions may be made to the St. Jude Midwest Affiliate by visiting www.childrenshospitalofillinois.org or to the Fanconi Anemia Research Fund at www.fanconi.org.

and stayed in some excellent lodging facilities," said SMART TD Illinois State Legislative Director **Robert W. Guy**. "But I've also experienced quite a few that were well below par, and it was always challenging to get concerns or conditions reported in a timely manner and to the attention of the appropriate parties.

"I think this new form will allow our members to more precisely document concerns at lodging facilities, with the ultimate goal of having those concerns addressed in a much quicker time-frame," Guy said.

"First, a copy of the concern can be turned in directly to hotel management, which immediately puts the facility on notice about a concern from a member," Guy said. "It's our

hopes that initial notification is enough for the facility to address the matter. If not, second, we have copies of the forms being delivered to railroad management. If a pattern persists to where facilities aren't addressing legitimate concerns, the railroads would have to question if the facility is providing the proper accommodations that the railroad is paying for, especially if those concerns have hours of service implications."

While there will always be challenges associated with lodging and the ability of SMART TD members to acquire proper rest, the new booklets can provide a streamlined option to help address those challenges when members have legitimate issues with the conditions at certain lodging facilities.

Op Ed: For rail safety’s sake, ECP brake technology a must

Continued from page 1

- conventional brakes do not. The colder the weather, the thinner the air, the more crucial maintaining brake pressure is.
- ECP brakes allow for a “graduated release.” That means the engineer can partially release the train’s brakes without having to fully release them. This is vitally important because once a train’s brakes are released it takes time to recharge the train’s brake pipe pressure in order for the brakes to work again. The graduated release feature allows an engineer to maintain the speed of his/her train down steep grades with a partial application of the brakes, without fully releasing and reapplying the train’s brakes repeatedly. The graduated release feature all but eliminates the possibility of a runaway train.
 - When the engineer makes an emergency application of the brakes, every car with ECP brakes applies 100 percent of the time. This is not always true with conventional brakes.
 - ECP brakes would have prevented the terrible Lac-Megantic oil train tragedy that killed 47 people and destroyed the town, a factor cited in Transport Canada’s report on the accident. These brakes would have prevented the accident, because when air pressure on a car equipped with ECP brakes drops below 50 psi, the car automatically goes into emergency mode. So even an improperly secured train will not roll away.
 - ECP brakes allow the crew to monitor every car in the train in real time to determine if the brakes are applied or released. Conventional brakes do not.
 - ECP brakes record retrievable data associated with brake failures. There is no such review for conventional brakes. Trains are inspected every 1,000-1,800 miles and if the brakes are working during the inspection they continue on. If a car has brakes that fail to apply during that inspection, the car is taken to a repair facility. Often that facility is a heat-

ed shop where the car warms up, the brakes are tested and if they work at that point, the car is not repaired, rather, the car is placed back in the train.

- ECP brakes all but eliminate in-train forces because all the cars apply and release at once. Conventional brakes cause lots of in-train forces, some of which damage merchandise and even cause derailments.
- ECP brakes cause all cars to brake evenly, which dramatically reduces damage to wheels and brake shoes, saving a great deal of money in maintenance and repair. Conventional brakes do not. The modest cost of installing ECP brakes, about \$3,000 per car on a new DOT 117 tank car that costs \$144,000 to build, and about \$60,000 per locomotive, will be more than paid for in the savings in car repairs, let alone reduced train derailments.
- ECP brakes can be modified to apply hand brakes to a railcar automatically from the locomotive, allowing the crew to apply a hand brake on every car in the train in seconds. Conventional brakes must be applied by hand and it can take an hour or more to properly secure a train.
- ECP brakes are required by the AAR for the movement of nuclear waste trains because they are the safest braking system available.
- ECP brakes can be modified and will evolve to do everything that sophisticated wayside train detectors do now, and will do it constantly in real time, eventually eliminating the need for wayside detectors.

So, for the safety of rail workers, passengers and the residents in the cities and towns that trains run through, it is vital ECP brakes be phased-in in the freight rail industry.

Quote of the Month

“Labor can not stand still. It must not retreat. It must go on, or go under.”

- Harry Bridges, former union leader of ILWU

Local President to play in 11-day hockey game for cancer



Corp

Local 394 President and Chairperson **Kenny Corp** is planning to play hockey in the world’s longest game, the 11-day Power Play. Along with setting a Guinness World Record, the goal is to raise \$1 million for the Roswell Park Cancer Institute.

The 11-Day Power Play will feature 250 hours of consecutive hockey from June 22 - July 3, 2017 at the Harborcenter in Buffalo, N.Y. Two teams of 20 players will play the entire game and players will have a goal of raising \$10,000 each to benefit the Institute.

Corp is playing in honor of his many friends and family who have been affected by cancer.

“By participating, I will help raise critically-needed funds for cutting-edge cancer research at Roswell Park Cancer Institute. Although it may be physically grueling, it will be a walk in the park compared to what some people have to endure in their battle against cancer,” Corp said. “Cancer is a disease that touches everyone, and I want to make a difference, a big difference.”

You can help Corp make his \$10k goal by going to www.11daypowerplay.com and clicking on “The Players” and Corp’s picture.

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SMART Transportation Division 2017 budget

Pursuant to Article 21B, Section 16, of the SMART Constitution, below is the 2017 budget for the SMART Transportation Division

International funds	Dec. 31, 2016 Unaudited (valued in U.S. dollars)	Dec. 31, 2016 Audited Adjustments	Dec. 31, 2016 Audited	Negative Funds Adjustment	Jan. 1, 2017 Revised	Receipts and Other Additions	Disbursements and Other Deductions	Negative Funds Adjustment	Dec. 31, 2017 (Projected)
General Fund	\$8,426,069	\$993,294	\$9,419,363	\$(2,706,518)	\$6,712,845	\$19,817,821	\$(19,591,484)	\$(1,070,832)	\$5,868,350
Education and Training Fund	1,144,237	1,513	1,145,750		1,145,750	878,000	(1,656,664)		367,086
Maintenance of Membership Fund	(1,580,479)	1,491	(1,578,988)	1,578,988	-	678,000	(1,373,583)	695,583	-
Public Relations Fund	(1,127,902)	372	(1,127,530)	1,127,530	-	169,500	(544,749)	375,249	-
Strike Fund	6,160,424	1,312	6,161,736		6,161,736	508,500	-		6,670,236
Convention Fund	2,275,280	1,623	2,276,903		2,276,903	1,356,000	-		3,632,903
Total International funds	15,297,629	999,605	16,297,234	-	16,297,234	23,407,821	(23,166,480)	-	16,538,575

Court upholds OSHA finding that railroad company violated Maine employee’s whistleblower rights

A federal appeals court has affirmed that Pan Am Railways, Inc., must pay \$260,000 in punitive and compensatory damages to - and take corrective action on behalf of - an employee who was subjected to retaliation for filing a Federal Railroad Safety Act whistleblower complaint.

The U.S. Department of Labor’s Occupational Safety and Health Administration (OSHA) investigated the complaint, filed in 2011, against the North Billerica, Mass.-based commercial railroad and found the railroad retaliated against the employee, who works in a rail yard in Waterville, Maine, when it charged him with dishonesty in connection with his FRSA complaint. The employee had tried to report an injury.

The department ordered the railroad to take corrective actions and pay the affected employee \$10,000 in compensatory damages and \$40,000 in punitive damages. Pan Am Railways appealed, and in 2014, an adminis-

trative law judge upheld the agency’s finding of retaliation and increased the amount of punitive damages to \$250,000. The railroad again appealed, to the department’s Administrative Review Board, which affirmed the judge’s order. It then appealed to the U.S. Court of Appeals for the First Circuit, which denied the railroads petition April 21, 2017.

“This case is a strong reminder that our whistleblower laws prohibit reprisals against employees who file whistleblower complaints, report workplace injuries and illnesses, or raise awareness of hazardous safety or security conditions,” said Galen Blanton, OSHA’s New England regional administrator.

“A safe and healthy workplace is a goal we should all aspire to achieve. Discriminatory actions by employers, including but not limited to retaliation, can freeze employees into silence. Hazardous conditions can go unreported as a result, and lead to avoidable human and financial costs,” said Michael

Felsen, the department’s regional solicitor of labor for New England.

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

Employers are prohibited from retaliating against employees who raise various protected concerns or provide protected information to the employer or to the government. Employees who believe that they have been retaliated against for engaging in protected conduct may file a complaint with the Secretary of Labor to request an investigation by OSHA’s Whistleblower Protection Program. Detailed information on employee whistleblower rights, including fact sheets, is available at <http://www.whistleblowers.gov>.

Building America’s railroads: The first 100 years

1815: In 1815, Colonel John Stevens III was granted the first railroad charter ever in the U.S. by the New Jersey legislature. He had first applied for a charter to build and operate a railroad in 1811.

1825: Col. Stevens assembled a half-mile circular railroad track on his own estate in Hoboken, N.J., and operated the first steam-powered train locomotive. It weighed 2.5 tons and had a cylinder with a 5” bore and 12” stroke. Col. Stevens is credited as the father of American railroads.

1827: On Feb. 28, the state of Maryland chartered the Baltimore and Ohio Railroad Company (B&O) as the first freight and passenger railroad to serve the American public. Designed to connect the port of Baltimore with the Ohio River, the B&O Railroad supported the economy of Maryland and facilitated the growth of the nation. In its earliest years, the B&O operated with horse-drawn carriages, which travelled 12-15 miles per hour before they transitioned to steam-powered locomotives in the 1830s. The term “horsepower” was created to convince potential buyers of the value of the steam engine by comparing it to the work done by horses.

1828: Ground was broken on July 4, for the B&O Railroad.

1830: The first section of track on the B&O Railroad opened for business May 24. • Col. John Stevens formed the Camden and Amboy Railroad and Transportation Company. His sons, Robert and Edwin, were named president and treasurer, respectively. • The Lexington & Ohio Railroad was chartered in 1830 in an attempt to circumvent commercial traffic that was being diverted to Louisville, Ky. • The Petersburg Railroad was chartered in 1830 and opened in 1833. • The nation’s rail infrastructure received a major boost throughout this era as new railroads were chartered east of the Mississippi River.

1832: The Portsmouth & Roanoke Railroad was chartered.

1834: The Montgomery Railroad was chartered in 1832 and then rechartered in 1834 after the route changed. • The Richmond, Fredericksburg & Potomac Railroad (RF&P) began Feb. 25.

1836: Construction of the Louisa Railroad Company began. • Georgia’s Western & Atlantic Railroad Company was founded Dec. 21. • Construction began on the first 40 miles of tracks for the Raleigh and Gaston Railroad. The first task was to build a bridge over the Roanoke River in Gaston, N.C.

1845: The Nashville and Chattanooga Railroad was chartered Dec. 11. The 2,228-foot Cumberland Mountain Tunnel was also chartered.

1847: The Atlantic & LaGrange Railroad was chartered. • The New Albany & Salem was chartered.

1849: Virginia approved the Blue Ridge Railroad Charter to run tracks over and through the Blue Ridge Mountains. • Aurora Branch Line (first BNSF predecessor) was founded.

1850: Louisville & Nashville was chartered by the state of Kentucky.

1851: The New Albany & Salem opened in southern Indiana.

1852: The Baltimore, Carroll and Frederick Railroad was chartered May 27.

1853: The laying of track of the Louisville & Nashville Railroad began at Ninth Street and Broadway in Louisville, Ky. in May 1853. • The Covington & Ohio Railroad Company was chartered, but was never formally incorporated. It became part of the Chesapeake & Ohio Railway in 1868.

1857: The Atlantic & LaGrange Railroad changed its name to West Point Railroad.

1859: The Atchison, Topeka & Santa Fe Railway was founded.

1862: The Western Maryland Railway was opened as far as Union Bridge in November, right before it was seized by the Union Army during the Battle of Gettysburg in July 1863. Construction resumed in 1868. • In the midst of the Civil War, President Abraham Lincoln signed the Pacific Railroad Act, which authorized the construction of a new railroad line (the Transcontinental Railroad) extending from Council Bluffs, Iowa, to Sacramento, Calif., in an effort to unite the nation from east to west. Under the legislation, the Central Pacific Railroad (CPRR) of California was authorized to build a rail line east from Sacramento and the Union Pacific Railroad Company (UP) was authorized to begin building a rail line west from Council Bluffs.

1863: UP and CPRR broke ground on the Transcontinental Railroad.

1864: The name Chicago, Burlington & Quincy Railroad Co. (CB&Q) was adopted by the Aurora Branch Railroad.

1865: UP laid its first rails, a year and a half after breaking ground. • Southern Pacific Railroad (SP) was created as a rail line from San Francisco to San Diego. By 1883, the railroad extended all the way to New Orleans.

1868: The Chesapeake and Ohio Railroad assumed the rights, interests and privileges of the Virginia Central and the Covington and Ohio Railroads. Virginia and West Virginia legislatures provided for the completion of lines from Chesapeake Bay to the Ohio River.

1869: The Burlington & Missouri River Rail Road in Nebraska was founded. • On May 10, 1869, the first Transcontinental Railroad was completed at Promontory Summit, Utah. The Central Pacific Railroad and the Union Pacific Railroad were joined together just six years after construction began. In a ceremony that was broadcasted live via telegraph, a final golden spike was driven into the ground to mark the completion of the project. Following the completion of the Transcontinental Railroad, travel times between the east and west coasts were reduced from months to less than a week.

1870: Central Pacific was consolidated with the Western Pacific Railroad and San Francisco Bay Railroad Co. to form the “Central Pacific Railroad Co.” Later that year, California & Oregon; San Francisco, Oakland & Alameda; and the San Joaquin Valley Railroad merged into Central Pacific.

1871: The Atlantic Coast Line name appeared for the first time.

1873: New Albany & Salem was reorganized as the Louisville, New Albany & Chicago. The system formed an “X” crossing at Monon, Ind., and the slogan “Monon Route” was used. • The Seaboard Air Line name debuted.

1875: The Seaboard, two Raleigh railroads, RF&P, the Baltimore Steam Packet Company and the Carolina Central railroads became known as the Seaboard Air Line System after being bought by John M. Robinson.

1876: California Pacific Railroad became part of Central Pacific.

1880: Kansas Pacific and Denver Pacific joined Union Pacific.

1881: The Canadian Pacific Railway was founded Feb. 16, 1881, to link Canada’s populated areas with the unpopulated West.

1885: CP was completed Nov. 7, 1885 - six years ahead of schedule - when the last spike was driven at Craigellachie, B.C. connecting the eastern and western portions of the CP. • Central Pacific was leased to Southern Pacific and Southern Pacific took over all operations of the Central Pacific.

1887: Arthur E. Stilwell founded the company known today as Kansas City Southern (KCS). Stilwell and Edward L. Martin incorporated the Kansas City Suburban Belt Railway. • Southern Pacific gained control of the Oregon and California Railroad.

1889: The Petersburg Railroad merged with the Richmond & Petersburg Railroad in March. In November, the railroad changed its name to the Atlantic Coast Line.

1890: The Kansas City Suburban Belt Railway began operation, serving the Argentine District in Kansas City, Kan., Independence, Mo., and the riverside commercial and industrial districts of Kansas City.

1897: Stilwell completed the Kansas City, Pittsburg and Gulf Railroad Company (KCP&G) with a route running north and south from Kansas City to Shreveport, La., and terminated at Port Arthur, Texas.

1898: Southern Pacific gained control of the Houston East and West Texas Railway.

1900: The Chicago & West Michigan Railway, the Flint & Pere Marquette Railroad, and the Detroit, Grand Rapids & Western Railroad were consolidated into the Pere Marquette Railroad. • KCP&G became The Kansas City Southern Railway Company (KCSR).

1901: The Southern Pacific Terminal Company was chartered as an independent operating entity to provide rail service to the Southern Pacific’s steamer docks in Galveston, Texas. • UP assumed control of Southern Pacific.

1903: Southern Pacific gained 50 percent control of the Pacific Electric system in Los Angeles.

1907: With Santa Fe, Southern Pacific formed Northwestern Pacific, unifying several SP- and Santa Fe-owned subsidiaries into one jointly-owned railroad serving northwestern California.

1908: The Carolina, Clinchfield & Ohio Railroad (CC&O) was formed.

1916: By this time, the nation’s rail growth had peaked with over 254,000 miles of track.



Col. John Stevens



This photo was taken by Andrew J. Russell after the golden spike was driven and the engines nosed together at the ceremony of the completion of the transcontinental railroad. Chief engineers Grenville Dodge of UP and Sam Montague of CPRR shake hands while behind them workmen stand on the front of the locomotives and exchange champagne. Photo credit: SMART TD archives

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.



Retired conductor of Local 1840, **Gene Hartsock**, submitted this photo taken by his sister-in-law while she was stopped for a BNSF freight train at the crossing at Hinsdale, Mont.

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