

SMART[®]

Transportation Division News

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RATIFICATION

Members OK National Rail Agreement

SMART Transportation Division members ratified a new National Rail Agreement in November, ensuring wage increases, healthcare benefit enhancements and eliminating the possibility of work rule changes for the life of the contract, which runs through 2019.

Results released Dec. 1 from the 21-day voting period, which began Nov. 9 and ran through Nov. 30, saw the contract approved by a combined 79.57 percent to 20.43 percent margin among all rail crafts.

The ratified contract covers more than 35,000 SMART TD members employed by BNSF, CSX, Norfolk Southern, Kansas City Southern, Union Pacific and numerous smaller carriers, all of whom were represented in this round of bargaining by the rail industry's National Carriers' Conference Committee (NCCC).

Wages

The ratification means more money will go into members' pockets immediately, starting with an immediate 4-plus percent pay rate increase and retroactive lump-sum payments from the nation's freight rail carriers to be delivered within 60 days of the contract's Jan. 1 effective date.

Next will be a 2.5 percent pay raise effective July 1 of this year followed by a raise of 3 percent July 1, 2019.

"I believe that our negotiating team, along with the teams from the

VOTING RESULTS BY CRAFT

	For	Against
Brakemen	78.98%	21.02%
Conductors	79.89%	20.11%
Engine Svc.	76.58%	23.42%
Yardmasters	86.68%	13.32%
Yardmen	79.97%	20.03%
TOTAL	79.57%	20.43%

SOURCE: BallotPoint Election Services

other unions in the CBG, are to be commended for staying the course during a long and tedious round of negotiations," SMART TD President **John Previsich** said. "By rejecting the carriers' unreasonable demands while staying at the table and continuing to negotiate, the team was successful in obtaining an agreement that achieved an approval rate of 79.57 percent."

Healthcare

Members' monthly contributions for healthcare are capped at \$228.89 with expansion to various benefits. Improvements also were made to the vision plan, and 24/7 telemedicine services were added as a benefit with a \$10 in-network copay.

Members will encounter increased copays in 2018 with the new contract — \$5 more for a primary care physician visit — and an increased deductible to \$325 from the current \$200. Coinsurance also goes up from 5 to 10 percent, leading to a

total increase in out-of-pocket cost of \$132.50 for a "light use" healthcare encounter, such as an office visit that includes X-rays.

For a "heavy use" of healthcare, such as a hospital stay that costs \$150,000, the out-of-pocket maximum increases in 2018 by \$800 from \$1,000 to \$1,800, while the total out-of-pocket cost, including deductible, increases from \$1,200 to \$2,125.

In 2019, members will experience a \$25 increase in the deductible and a \$200 increase in a worker's maximum out-of-pocket cost, but, as mentioned earlier, the monthly contributions remain frozen.

Work rules

There are no work rule changes for members in the new agreement.

The results

Because of the craft-autonomy provisions in the SMART TD constitution, all five crafts — conductor, engineman, brakeman, yardman and yardmaster — had to approve.

Telephone voting was conducted by BallotPoint Election Services, which tabulated and certified the results after voting ended Nov. 30. Members eligible to vote were sent a special edition of the SMART Transportation News in early November and then sent a packet of materials including a bound copy of the contract, letters from union leadership about the contract, a contract

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CSX CEO Harrison dies at 73

E. Hunter Harrison, who took over as CEO of CSX in early March 2017, died Dec. 16 at age 73, two days after being put on medical leave.

"Hunter was a larger-than-life figure who brought his remarkable passion, experience and energy in railroading to CSX," the carrier said in a news release.

During Harrison's nine months at CSX, the carrier

faced criticism from customers for performance issues, causing Harrison to make an appearance

in October before the Surface Transportation Board to address those problems.

Various media reports said Harrison tried to shift the blame of the performance issues onto the shoulders of rail workers in an email to customers in July, saying that the changes he was trying to make were being slowed by "pushback" from workers.

When Harrison was placed on medical leave Dec. 14, Jim Foote, who worked with Harrison at CN and joined CSX in late October, succeeded him as president and CEO while Edmund Harris has since been named executive VP of operations.



Harrison

Inside this issue of SMART TD News

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Around the SMART TD

Locals 254 and 587, Fitchburg, Mass.



Locals 254 and 587, both of Fitchburg, Mass., got together to hold their annual Christmas party Dec. 4 at Donnelly’s Tavern in Lunenburg, Mass., Local 254 Chairperson **Jared LeVangie** reports. Local 587 Chairperson **Josh Harker**, General Chairperson **George Casey** and Designated Legal Counsel attorney **Robert Naumes** were all in attendance.

Local 303, Springfield, Mo.



Brad & Jessica Harper with their two children, Canyon and Mesa.



Alex Johnson with Ethan, Carson, Dan & Tasha Becker



Jeff and Chris Nichols

Members and family of this local rang bells during the Greater Springfield Area Central Labor Council’s annual Union Day of Bell Ringing for the Salvation Army Dec. 2. Union members staffed red kettle locations at and around the Battlefield Mall during the daylong event, representing various labor organizations from the area.

“This is the sixth year for the CLC event and participation by Local 303,” said Local Legislative Representative **Jeff Nichols**.

Local 771, Needles, Calif.



Pictured above are retirees from Local 771, from left (front row): retired Local Trustee Daniel Medrano, Robert Yee, Kenneth Staley, William Clemmer, B. Odell, retired Alt. Legislative Representative Kenneth Anderson, James Brown, Wendell Martin and R. Cook. Back row: John Lusk, David Smith and Michael Medley. Standing is Local President Brian Rice.



Local 771 fed more than 600 people in the Needles, Calif., area.



Members of Local 771 with Santa at their Christmas party.

This local jointly held a retirement party with BLE-T Local 383 Oct. 11. Each year, the two locals get together to honor their retirees for the year.

“It has been a longtime tradition that both locals get together and make this happen,” said Local 771 President **Brian Rice**. “It’s always a great time getting together and telling stories from the past and present.”

Local 771 also put on a two-day Christmas party Dec. 9 and 10, reports Local 771 Secretary & Treasurer **Jimmy Coe**. At the party they fed more than 600 people in the Needles, Calif., area. The local simultaneously held a food drive and collected enough food to feed 50 families in the tri-state area of California, Arizona and Nevada.

Local 583, Fond Du Lac, Wis.

Local Chairperson **Scott Seggerman** reports that the local has gotten 90 percent of all new hires to sign up for automatic contributions to UTU PAC.

“It has been really awesome that they have stepped up with little resistance to signing up for it,” Seggerman said. “It’s been a breath of fresh air!”

CSX general chairperson Mavity retires

A couple of months before his retirement, General Chairperson **Steve Mavity** (General Committee of Adjustment GO 49 - CSXT) said he went out just as he wanted.

“I will leave confident knowing that I served members to the best of my ability,” he said in a quote related to the new National Rail Agreement before its ratification.

Mavity definitely has seen a lot in his four decades with UTU/SMART Transportation Division. An Indiana native, he hired out April 9, 1977, at age 21 as a brakeman with the Baltimore & Ohio railroad and joined Local 298 out of Garrett, Ind. On May 1, 1979, he became a conductor with Chessie System, which formed after B&O and Chesapeake & Ohio merged.

A move to Jacksonville, Fla., from Indiana came after his 2003 election to vice general chairperson of his committee, a position he filled from 2004 to 2011. Mavity was elected to the International’s Executive Board and has held the position of general chairperson since 2012.

But, effective Jan. 1, 2018, he’s saying goodbye to SMART TD.

“Steve has been like a brother to me before, during and after our experience working together in the general committee office for the benefit of the membership,” said SMART TD Vice President **John Lesniewski**, whom Mavity succeeded as general chairperson.

Mavity was among the 10-member team representing SMART TD over a 2.5-year period as it worked with five other unions to negotiate the new National Rail Agreement.

“It was pretty crazy sometimes. There were some tense moments,” he said about the negotiations — his first time being involved in crafting a national-level contract. “It was a real eye-opener for me to see the bantering back and forth and all the stuff. It was fun, I enjoyed it.”

One of the major things that Mavity advocated as the talks progressed doesn’t appear in the contract at all, yet is gigantic in its absence — he was adamant that there be no work rule changes.

He got his wish, and that will help protect members from the attempted CSX-imposed Electronic Bidding System (EBS), a fight that has lasted six years as the GCA has held out against the carrier.

“That was the biggest victory I’ve had,” Mavity said. “They were trying to break me down, but I wouldn’t, and I still haven’t. That’s why it was so important to make sure there were no work rules changes.”

Since 2012, CSX has sought to implement EBS in exchange for certain performance and attendance-based bonuses. Members affected by these agreements make weekly bids for their assignments, and are no longer able to ‘bump’ other employees off their assignments



Mavity

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Around the SMART TD continued...

Local 1328, Louisville, Ky.

Fundraiser for member hurt in switching accident



Allen

SMART Transportation Division Local 1328 member **John Allen** suffered a severe injury to his right foot while switching cars Dec. 1 in the Norfolk Southern Fairgrounds Yard in Louisville, Ky. As a result of his injury, Brother Allen lost all of his toes and the majority of his foot.

An online fundraiser has been set up by the SMART TD Kentucky State Legislative Board to help Allen's family.

"To be honest, I have no idea what kind of financial burden this will place on the family," said Kentucky State Legislative Director **Jared Cassity**. "But, what I do know, is that it won't be easy and it won't be cheap." To contribute, visit <https://www.gofundme.com/help-protect-your-brothers-back>.

Local 1117, Las Vegas, Nev.

Fundraiser begun for future member who was injured in UTV accident

A ride on a utility task vehicle (UTV) in September nearly turned fatal for **Shane Leach** when he severed an artery in his arm and nearly bled to death in the desert.

While out with a friend, Leach's vehicle tipped on a turn. It rolled onto his arm, pinning it between the UTV and the ground.

About a month in intensive care followed, as did about 15 surgeries in which doctors were able to reconstruct and eventually save his left arm.

"I was in surgery almost every other day just to work on my arm," the 21-year-old from Las Vegas said.

And Leach, who hired out as a conductor in April '17 for Union Pacific, said that he was about two weeks short of receiving full union benefits when the accident happened.

"It put me in a spot where I had to just figure things out," he said.

But SMART Transportation Division Nevada State Legislative Director **Jason Doering**, Local 1117 President **Wyatt Kelly** and Local Chairperson **Vince Ybarra**, in Las Vegas, Nev., and others weren't going to let Leach figure it out alone. They visited Leach in the hospital before his November discharge and helped to lift his spirits.

"They've called and checked in on him," said Brenna Bristol Leach, Shane's mother. "He really wants to go back to work; he really enjoyed the culture. The outreach from the guys has solidified that."

Leach said a recent drive past a local rail yard reminded him how he can't wait to get back aboard.

"I just thought – I loved my job when I got it," he said. "It was really tough in the hospital to have that taken away. It just motivates me to do as much work as I can to get back. It really



In this photo provided by Nevada State Legislative Director Jason Doering, from left, Wyatt Kelly, president of Local 1117, Doering and Vince Ybarra, Local 1117 chairperson, visit Shane Leach in the hospital in November.

showed me how much I really enjoy being a railroader."

Bristol Leach said the doctors who cared for her son in the hospital have said that he'll recover use of his arm, but a timeline has not been defined – there's still physical therapy and orthopedic exams for him to power through, which means more time away from work and more stress on his depleted savings.

"It could be six months, it could be less, it could be more," Bristol Leach said.

But the major surgeries and skin grafts have been successful for Shane, she said, and her son remains upbeat for an eventual return to the railroad alongside his future SMART TD brothers and sisters.

"It really makes me feel good that they haven't given up on me, and it motivates me to get through the therapy and get back out on the rails," Leach said.

A GoFundMe online fundraiser has been set up at <https://www.gofundme.com/shanes-medical-fund-recovery> as Leach continues to recover. Any help would be appreciated.



Local 1554, Ogden, Utah

Utah State Legislative Director **F. Jay Seegmiller** reports that Assistant State Legislative Director **Pat Winslow** has retired after 42 years of service as a conductor for Union Pacific.

Winslow has served his local in many different capacities including delegate, local chairperson (2004–2014), local legislative representative

(2006–2015) and assistant state legislative director (2008–2017).

Seegmiller reports that brother Winslow has also won awards for his expertise as a brew master.

"Brother Winslow is moving on to new adventures. He plans to continue to be supportive and active with the union as a retiree," Seegmiller said.

Local 1554 and the Utah state legislative board recognized Winslow Nov. 2 for his "outstanding efforts as a representative for his fellow SMART TD members."

Local 1813, West Colton, Calif.

Local President **Richard Acuña** reports that member **Paul Brock** has retired with 40 years of service. Brock hired out with Southern Pacific Railroad in 1977. For the past 21 years, Brock has worked for Union Pacific.

"Congratulations, Brother Paul," Acuña said.

Local 1628, Pittsburgh, Pa.

Trainmen, yardmasters ratify four-year agreement

After eight months of negotiations that resulted in a tentative agreement Oct. 10, the train service and yardmaster employees of the Union Railroad Company (URR) ratified successor collective bargaining agreements Nov. 8 that govern wages, health and welfare benefits and working conditions through calendar year 2020.

General Chairperson **Brad Elias** (GO-969) commended the negotiating team consisting of himself, GCA 969 Vice Chairperson **Rich Pribis**, Local Trustee **Nick Lewis**, Vice Local Chairperson **Steve Fanala** and Local 1628 President **Bryan Perun**, for their persistence in reaching an agreement that protected the interests and addressed the needs of the membership of Local 1628. He also thanked the membership for seeing the long-term value of this agreement by ratifying it by a substantial majority.

The four-year agreement provides 2 percent general wage increases in 2018, 2019, 2020 and 2021 for a compounded total of 8.37 percent; increases the dollar-for-dollar carrier match for the carrier-sponsored 401(k) plan from \$1,300 per year to \$1,400 per year in 2018 and \$1,500 per year in 2019; caps employee monthly healthcare cost-sharing at lower amounts than under the prior agreement in exchange for minor changes to the plan design; and provides for no work rules changes through the term of the agreement.

Local treasurer workshop planned for February

A local treasurer workshop Feb. 21 to 23 will provide hands-on training on the responsibilities and duties pertaining to their office, including direct receipts, iLink and WinStabs. It will also focus on proper completion of monthly billings and member record maintenance.

This training will also be LIVESTREAMED for participants who are unable to attend in person at the SMART Transportation Division office — 24950 Country Club Blvd., North Olmsted, OH 44070.

Registration is required for both in-person and web-based attendance. Contact **Alyssa Patchin** at 216-227-5281 or apatchin@smart-union.org to register and for discounted hotel rates if you are traveling to the workshop. Space is limited, and is on a first-come basis.

The three-day session will include all training and materials at no cost to the local. The local is responsible for other costs associated with the treasurer's attendance at the workshop. Lost time or salary, travel, hotel and meal expenses connected with attendance may be reimbursed if pre-approved at the local meeting as an allowable expense of the local. Local treasurers are responsible for travel/lodging arrangements.

Local action shows our true colors

For working people, earning a fair living is never a simple, easy thing.

Life presents its own challenges, and our work and our industries always bring more -- in contract talks or, sadly, any day on any job.


But working Union means each of us is part of something larger, part of a collective effort to move ahead and maximize our potential.

Recent events show not only the many kinds of hurdles we face, but also how we overcome them.

Showing others who we are

Each new set of contract talks is a challenge for all of us. Whether it is a large set of rail carriers, a transit system or a small sheet metal employer, the terms and conditions of our work literally define the quality of our daily lives.

When members fought for and won a new national rail contract, we showed who we are: many thousands of union members standing



SMART General President's Column

By Joseph Sellers Jr.

strong with our team of determined negotiators to attain a better contract from across the table.

These types of contract talks are always a long road and require difficult assessments. They also command us to take the long view with support and unity.

We showed our resolve. We spoke with one voice. And 35,000 members secured solid gains.

Yet our success was cast in shadow as the dangers of our work on the rails turned to a tragedy, one that long-delayed safety measures might have prevented.

The Amtrak accident in Washington state claimed three lives and left many injured. Our thoughts are

with all who have suffered. Once again, we are urging politicians from the White House down to support our efforts to ensure PTC technology is applied to every rail line and carrier in North America.

Fighting back

Together, we can turn that tide so that worker safety and interests become superior to the corporate bottom line, as it should be. Like the years we fight for a contract or get safety systems in place, raising the battered public image of unions is a long-term fight. And make no mistake, it's a fight we can—and must—win.

We will regain the public's re-

spect, as Union members joining in the kind of actions we already do. Many of us volunteer. It is tangible proof that Union members care about our neighbors and hometowns.

The SMART Army program has guides for publicizing our efforts and identifying us as Union volunteers. In April, we'll hold community events nationwide to show good things about our union.

Join the SMART Army. Visit SMARTAction.org or scan this QR code to sign up.

Do your part. Every member can improve our image and our Union by showing our values and what we are made of.

Fraternally,



Joseph Sellers Jr.
General President, SMART



Aviation News

News affecting our aviation membership

Pilots blinded by holiday laser light displays



Each holiday season for the past several years, the Federal Aviation Administration (FAA) has received reports from pilots who said they were distracted or temporarily blinded by residential laser-light displays.

The FAA's concerns about lasers -- regardless of the source -- is that they not be aimed at aircraft in a way that can threaten the safety of a flight by distracting or blinding the pilots.

People may not realize that systems they set up to spread holiday cheer can also pose a potential hazard to pilots flying overhead, the FAA said.

"Shining a laser at an airplane is not a laughing matter. It's dangerous for both pilots and passengers," said former U.S. Transportation Secretary Ray LaHood.

Aiming a laser at an aircraft is a serious safety risk and violates federal law. Many high-powered lasers can completely incapacitate pilots who are trying to fly safely to their destinations and may be carrying hundreds of passengers.

If the FAA becomes aware of a situation where a laser-light display affects pilots, they start by asking the owner to adjust them or turn them off. However, if someone's laser-light display repeatedly affects pilots despite previous warnings, that person could face an FAA civil penalty. The maximum penalty for one laser strike is \$11,000.



Bus Department News

A message from your bus department leadership



Dear SMART brothers and sisters,

I would like to thank the entire membership of our great union for your support. It's important to remember that we as a union must stick together and support each other or we will not succeed. I would like to thank Transportation Division President John Previsich for keeping his promise to provide support to the Bus Department. He has sent help via vice presidents to our general committees any time anyone in the department needed it.

This was a great year for the Bus Department. The Los Angeles County Metropolitan Transportation Authority (LACMTA) employs about 5,000 members of SMART, and our brothers and sisters at LACMTA recently achieved a historic contract. This was a major accomplishment for our department. We have also negotiated many other contracts this year at bus companies around the country.

Recently, I worked with GO-877 (Suburban Transit Corp.) General Chairperson **Gordon Harris**, in Newark, N.J., to get three members who had been terminated back to work. Mr. Harris played a major role in this case. I would like to thank and commend him for his hard work in preparing the case and congratulate him on a job well done. I will be working with him again in the near future on the contract for Local 1589 (New Brunswick,



Reddy

N.J.). SMART TD has recently completed having local elections around the country. I would like to welcome all new officers and welcome back returning officers. For

our new leaders, our regional meetings are a great place to learn about the duties of your new position(s). Our union provides training sessions for your benefit to learn and use at your local to represent our membership. All officers and members alike can benefit from attending. The 2018 regional meetings will be in Seattle, Wash., in July, and in Hollywood, Fla., in August.

As we have entered the winter season, I would like to remind you to stay very alert while driving. Please use your rest time to rest to help you stay alert and engaged.

This holiday season, let us be grateful for what we have and remember our friends, family, co-workers and others who may be in need.

Until next time, I would like to wish you all a very happy new year!

God Bless America,
Adhi Reddy
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CORRECTION

The November edition contained an incomplete ZIP code to send get-well wishes to injured member Amanda Brillhart. The correct address is: Annette Brillhart 102 Red Coat Lane, Columbia, SC 29223

2017 – a year in review

While all organized labor felt the challenges of 2017, those of us in the transportation industry were especially impacted by the year's events. Whether you work in airline, bus, rail or some other part of our industry, you were affected by the political and business climate of 2017. From the shakedown of CSX to the ongoing appointment to important government positions of individuals with demonstrated anti-labor backgrounds, no part of the transportation industry was immune to the shifting political winds that accelerated throughout the year. Although the challenges were, and still are, unprecedented -- I will comment on those in my next column -- it is my intent here to express appreciation and recognize all who contributed to the successes we achieved in 2017.

One of the highlights of the year is that our rail members in national handling overwhelmingly ratified a new National Rail Agreement. I am proud of our national negotiating committee and the committees of the other five unions who joined us in the Coordinated Bargaining Group for their dedication and commitment throughout the negotiations. I am also proud of our membership, who clearly recognized the value of the agreement and voted to ratify by a margin of nearly four to one.

All SMART TD rail vice presidents were a part of the national negotiating committee and share in that success. In addition, they all were

deeply involved in negotiations and assistance to General Committees across the country. Highlights include VP John Lesniewski and GC Mark Cook securing an agreement with Watco on Birmingham Terminal Railroad, VPs David Wier, Jeremy Ferguson and Doyle Turner assisting all GCs in utilizing the increased funding from the National Mediation Board to clear the backlog of cases at the First and Fourth Divisions and Public Law Boards, VP Troy Johnson and GC Roy Davis successfully negotiating an agreement with Patriot Rail for the Brownsville and Rio Grande Railroad and John England and GC Dirk Sampson securing agreements for passenger operations on multiple properties from coast to coast. Throughout the year, TD vice presidents were fully engaged in assisting our General Committees to provide the best possible representation to our members.

In the Bus Department, significant agreements were reached with Los Angeles County MTA under SMART TD Vice President Adhi Reddy and General Chairperson Marco Gudino and with Santa Monica Big Blue Bus, with Vice President Calvin Stuvant assisting General Chairperson Javier Sanchez.

Safety continues to be one of our union's top concerns. Unfortunately, in 2017 we saw too many times what can go wrong when profits and cost-cutting compromise safety in the workplace. Our Legislative Depart-

ment's first order of business, in both the state and Federal arenas, is to promote the creation and enforcement of laws and regulations that improve safety in our industry. National Legislative Director John Risch and Assistant Director Greg Hynes, and our staff in the D.C. legislative office, dedicate countless hours to advancing the cause of improved safety. From two person crews to hours of service for Yardmasters, they interact regularly with members of Congress and federal entities to protect our members' interests.

I will also recognize the excellent work done every day by our staff members in the Cleveland office. Whether accounting, billing and audit, updating, supply, public relations, legal, education/meeting management, the president's staff, DIPP, PAC, IT, or file management, all departments are committed to providing excellent service to our officers and members in the field.

Outside of the Cleveland office, our field auditors work with Locals that needs assistance, ensuring the proper handling of our members' dues dollars. Also worthy of mention is the outstanding work done by our Organizing Department, who in 2017 successfully assisted hundreds of workers to exercise their right to join a union and bargain collectively.

The 2017 regional meetings in San Antonio and New York City were great successes. We continued to build on the education theme, with a



TD
President's
Column
By John Previsich

significant number of attendees at both meetings participating in individual workshops to improve their representation skills and earn a certificate of recognition. We will review feedback received from the 2017 meetings to enhance the offerings at the 2018 meetings in Seattle, Wash., and Hollywood, Fla.

This is your union at work. Each and every day, SMART TD officers and staff are committed to providing the best possible service to our members. This commitment and the support and solidarity of our membership strengthen our union and help to ensure that we are well positioned to meet the challenges ahead.

I wish each and every one of you and your families a safe, healthy, prosperous and Happy New Year!

Fraternally,

John Previsich
President, Transportation Division

State Watch

News from SMART TD State Legislative Boards

Colorado

State Legislative Director **Carl Smith** reports that Pueblo County has pledged \$12,500 toward saving Amtrak's Southwest Chief. The train, which served more than 367,000 passengers in 2016, is in immediate need of more than \$50 million in repairs. Twenty-three communities in three states have also pledged funds totaling nearly \$9.2 million. This is the fourth time that communities have rallied to support the Southwest Chief.

Kansas

State Legislative Director **Ty Dragoo** reports that he attended the Midwest Interstate Passenger Rail

Commission (MIPRC) in Wichita, Kan. The Kansas legislative board has been pushing to advance passenger rail in the state since the board successfully introduced Senate Bill 409, a law that provided a mechanism for the state to start a passenger rail expansion called the Northern Flyer Extension.

"The process has been rewarding and hopefully, the Flyer will extend to Wichita ahead of schedule," Dragoo said. "The annual investment Oklahoma and Texas have to make on the rail line is about \$5.5 million, but with Kansas as a potential partner, the costs would be shared. We became a critical party and that's why Texas and Okla. are very in-

terested in getting this connected to the national route."

New Jersey

State Legislative Director **Ron Sabol** was appointed to New Jersey's Transportation and Infrastructure Transition Committee after Democratic Gov.-elect Phil Murphy took office.

In a letter to Murphy, Sabol wrote, "I would like to take a moment to extend my gratitude to you on my most recent appointment to your Transportation and Infrastructure Transition Committee. I am absolutely honored to be part of the team. I am very much looking forward to working with you and all the members of the T&I Committee."

Delaware



From left, Alternate National Legislative Director Greg Hynes, Delaware State Legislative Director Jimmy Mallon, former Vice President Joe Biden, National Legislative Director John Risch, retiree and Alumni Association member Terry Tasker (Local 1378) and a friend of Biden's pose at a meeting in Biden's home state of Delaware to discuss passenger rail investment.

Virginia



Virginia State Legislative Director Ronnie Hobbs campaigned for now Gov.-elect Ralph Northam (D) and Lieutenant Governor-elect Justin Fairfax (D) by decking out his truck with a campaign sign and handing out pamphlets. Members of Auxiliary of the UTU Lodge 854 also manned the phones to remind members to vote.

Washington



Washington State Legislative Director Herb Krohn poses with U.S. Sen. Maria Cantwell of Washington at a luncheon in November. Krohn says he discussed passenger rail safety, two-person crew legislation and the extension of the carbon capture systems tax credit with the senator.



Meet Your SMART TD Designated Legal Counsel



Counsel on your side, here to serve

Every year, thousands of railroad employees are injured or killed on the job. When this happens, the railroads retain skilled claim agents and attorneys to protect their interests. They put their legal knowledge to work — taking photographs, obtaining statements from witnesses, collecting measurements. These agents and attorneys work for the railroad, not for you. But as a railroad employee, if you are injured on the job, you have powerful rights under the Federal Employers' Liability Act (FELA).

That is why SMART Transportation Division has chosen experienced and successful trial lawyers to serve as Designated Legal Counsel (DLC), and recommends them to members and their families. These lawyers are specialists in handling FELA claims and are experienced in dealing with the railroad claim agents and lawyers.

You should seek their counsel and advice at the earliest opportunity if you ever find yourself in the unfortunate position of needing assistance with a work-related injury. Always remember that the railroad claim agent is just that — an agent for the railroad. A SMART TD DLC is YOUR agent, and his or her job is to represent you. A non-designated lawyer does not have any obligation to your union and is not answerable to SMART TD. A Designated Legal Counsel's job is to represent you. They are on your side.

Although there's not a DLC in every state, please note that many of these attorneys are licensed to practice in multiple states.

Alabama



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Rail Safety Coordinator to DLC

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Attorney Larry Mann, named by his peers as the "nation's foremost authority on railroad safety legislation and regulation," was appointed as Rail Safety Coordinator to the SMART TD Designated Legal Counsel.

In this capacity, Mann provides expert assistance on rail safety matters to the DLC. Mann also provides assistance to SMART TD legal and legislative staff by interpreting laws and regulations, and recommending legislative and regulatory improvements.

He has represented claimants following some of the worst railroad catastrophes in history. He has also represented more railroad workers in safety cases before the U.S. Supreme Court than any other attorney in the country.

SMART TD Alumni

SMART TD Alumni Association

News, information for members of the SMART TD Alumni Association

Palmetto GBA introduces portal for beneficiaries

Palmetto GBA has introduced MyRRMed, where users will have access to claims data, historical Medicare summary notices and data on who you've authorized to access your private health information.

CREATING AN ACCOUNT:

Accessing MyRRMed information is easy. Visit <http://www.palmettogba.com/MyRRMed> and enter:

- Your Medicare number (as printed on your Medicare card)
- Your first and last name
- Your date of birth
- The effective date for Part B (as printed on your Medicare card)

Once this information is verified, you will create a user name and password.

WHEN IS THE PORTAL AVAILABLE?

MyRRMed is available 24 hours a day, seven days a week. However, certain functions are only available 8 a.m. to 7 p.m. EST.

QUESTIONS

If you have questions, call Palmetto's Beneficiary Contact Center 8:30 a.m. until 7 p.m. Eastern Monday through Friday at 800-833-4455, or for the hearing-impaired, call TTY/TDD at 877-566-3572.

Savannah Retired Railroaders unite at annual cookout



From left, Gerald Cook, Wieman Harley, Phil Muckenfuss, Butch Mosley, Ron E. Rahn, Jimmy Willis, Andy Shuman, Mike May, George Keeran, Ricky Fail, Harold Miller, Lamar Lanier, Johnny Campbell, Jackie Anderson, Lynn Morris, Harold Morgan, Matt Campbell, Gary Weitman, Al Powers, J.C. Smith, Jerry Brantley, Roy Thigpen, Craig Hodges, Billy Whitfield, Sam Youngblood, Lester Igou, Gerald W. Cook, Larry Clark, Ed Cope, Paul Matthews, Bobby Tuten, Danny Bragg and Walter Logan attend an annual cookout in mid-November at Jackie Anderson's farm in Portal, Ga. Johnny Campbell, middle with green shirt and brown belt, who was a conductor for 40 years and a member of UTU/SMART TD for 50, passed away the day after the cookout at age 74, said his son, Georgia Legislative Director Matt Campbell. "He loved these men and our union," Campbell said.

RR RETIREMENT: Examine tax effects on annuities to avoid surprises



Certain portions of a railroad retirement annuity are treated differently for federal income tax purposes. These questions and answers explain these differences and address the importance of individuals establishing accurate tax withholding from their annuities. Certain beneficiaries, including those retiring at age 60 with at least 30 years of service, and some occupational disability annuitants, need to pay close

attention to changes in tax withholding when they turn 62.

Q. How are annuities paid under the Railroad Retirement Act treated under federal income tax laws?

A railroad retirement annuity is a single payment comprised of one or more of the following components, depending on the annuitant's age, the type of annuity being paid, and eligibility requirements: a Social Security Equivalent Benefit (SSEB) portion of tier I, a Non-Social Security Equivalent Benefit (NSSEB) portion of

tier I, a tier II benefit, a vested dual benefit and a supplemental annuity.

In most cases, part of a railroad retirement annuity is treated like a Social Security benefit for federal income tax purposes, while other parts of the annuity are treated like private pensions for tax purposes. Consequently most annuitants are sent two tax statements from the Railroad Retirement Board (RRB) each January, even though they receive only a single annuity payment each month.

Continued on page 9

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	Cherney, Marcia	Muskego, Wis.	544	Campbell, Kenneth A.	Havre, Mont.	1292	Larson, Clyde P.	Hermantown, Minn.
R	Meehan, Gregory G.	Asbury Park, N.J.	577	Sheridan, Michael E.	Alamo, Texas	1313	Hawkins, Albert B.	Amarillo, Texas
14	Halcomb, Thomas W.	Fairfield, Ohio	587	Folmsbee Jr., Everett C. "Butch"	Ballston Spa, N.Y.	1361	Hall, Harold B.	North Branford, Conn.
17	Smith, Jack V.	Marshalltown, Iowa	590	Hamele, William M. "Butch"	Portage, Wis.	1403	Tolbert, Alvin C.	Kansas City, Mo.
60	McGovern, Philip J.	Iselin, N.J.	590	James, William F.	Portage, Wis.	1501	Mobley, Willie S.	Natchez, Miss.
113	Lee, Fredrick E.	Winslow, Ariz.	598	Miller, Joseph P.	Mobile, Ala.	1502	Graber, Neil W.	Ocala, Fla.
118	Ratliff, Billie R.	Hinton, W.Va.	631	Sneathen, Bruce F.	Ridgeley, W.Va.	1518	Hoff, James E.	Noblesville, Ind.
195	Fredrickson, Paul W.	Galesburg, Ill.	643	Keester, Bradley W.	Ft. Madison, Iowa	1518	Johnson, Robert O.	Haines City, Fla.
202	Gregg, Colburn L.	Littleton, Colo.	643	Rokosz, Constantine J.	Denmark, Iowa	1545	Copeland, O. B.	Monroe, La.
238	Babcock, Fount T.	Ogden, Utah	744	Pugh, Donald	Cape Coral, Fla.	1570	Cook, Leslie H.	Roseville, Calif.
238	Scofield, Nathan M.	Clearfield, Utah	771	McAndrews Sr., James P. "Mac"	Needles, Calif.	1573	Bowden, John C.	Eugene, Ore.
386	Laelas, Anthony J.	Nokomis, Fla.	1011	Taylor, Melvin R.	Lowell, N.C.	1790	Hall, Lemuel J.	Fitzgerald, Ga.
421	Wilfong, Duane D.	Mentor, Ohio	1075	Haney, Dale H.	Monroe, Mich.	1948	Burkhart, Kenneth L.	Youngstown, Ohio
493	Crist, Lawrence J.	Cherokee, Iowa	1168	Russell, Robert L.	Clovis, N.M.	1963	Punches, Roger W.	Sullivan, Ill.
496	Harmon, Burns	Warfield, Ky.	1221	Playford, Garth B.	St. Petersburg, Fla.	1971	Austin, Charles W.	Ruffin, N.C.
506	Will, Paul W.	Albuquerque, N.M.	1291	Debardelaben, Franklin	Birmingham, Ala.	1974	Jaras, Vincent M.	Memphis, Tenn.

Railmen for Children organize holiday fun for New Jersey kids

On Dec. 1, members and volunteers once again boarded a New Jersey Transit train decorated for the holidays to bring cheer to children from local special needs schools via Railmen for Children.

This year 337 children plus teachers and chaperones attended. Some years, Railmen for Children hosts over 400 children.

Founded almost 30 years ago by conductors and engineers who donated spare change to less-fortunate children at Christmastime, Railmen for Children conducts fundraising activities throughout the year in order to fund a Santa train.

All teachers of schools in attendance are asked to provide a list of gifts the children would like and Railmen for Children purchases those gifts, which are then delivered by Santa aboard the train. A box lunch is provided for the children, while a courtesy car is provided for teachers, aides and volunteers.

"The officers of Railmen for Chil-



337 special needs children and their teachers or chaperones boarded this year's New Jersey Transit Santa train, put on by Railmen for Children. Each child is given a gift delivered by Santa. For some, this may be the only gift they receive for Christmas.

dren do all the organizing, shopping and most of the preparation," said LCA 610C Secretary **Scott Spratt**. "**Jimmy Tufano, Dave Fryer, Richie Fryer, Mike Phalon** (a second generation Santa Claus and conductor), **Carl Schab, Lenny**

Schab, Jimmy Free, Tony Free, Jim Kelton (golf outings) and **Jennifer "Cookie" Doyle** (bike runs) are members that work tirelessly to make this event go off, and deserve special recognition."

GO 610, LCAs 610A, B & C, and

Local 60 hold fundraisers such as bike runs, golf tournaments, luncheons and picnics to fund this event.

"We've got vending machines in break rooms with a portion of the proceeds going to the charity," Spratt said. "We also have support from other unions, passengers and local businesses. All money collected is used for the train ride and any surplus is given to charity, including to members or fellow employees who are struggling personally."

Preparation starts months in advance, including planning with the carrier — New Jersey Transit — which donates resources for the train ride (crew and equipment).

"The members all look forward to helping out: from wrapping all the gifts, decorating the train, to preparing food and treats for the trip," Spratt said. "It's a great event that everyone looks forward to. The joy on many of these children's faces makes it all worth it."

Rail Retirement Board examiners get a taste of 'Conductor 101' in Chicago

CHICAGO — What is a knuckle and pin lifter? What are a retarder, a grip and a dead-head? For railroaders, these terms roll off the tongue on a daily basis. For a Railroad Retirement Board (RRB) disability examiner, they're a foreign language.

That's why it was so important for SMART Transportation Division leaders in Illinois to participate in a first-of-its-kind training in November for RRB disability examiners to illustrate what a conductor's job duties really are — especially since it's the disability examiner's job to review SMART TD members' applications when they apply for an occupational disability annuity.

"The occupational disability benefit within Railroad Retirement is one of the many benefits that makes our pension system special," said SMART-TD Illinois State Legislative Director **Bob Guy**. "That's why we need to fight to protect it from those who would like to do away with or diminish it. Training the individuals who determine the eligibility of our members is part of that fight, and one that we were proud to conduct."

Training for the examiners was done over two consecutive days and included a classroom-style presentation on day one, with field training at the Belt Railway Company in Chicago on day two.

Along with Guy, Illinois Assistant Director **Joe Ciemny** and Legislative Board Chairperson **John O'Brien** conducted the classroom training with a detailed presentation that illustrated the wide range of physical activities and tasks that make up the duties of a conductor, both freight and passenger.

Describing the demands of the job in the 24/7-railroad environment that includes working in extreme conditions while walking on uneven surfaces and next to heavy rolling equipment was very enlightening for the examiners.

"Joe and John did a wonderful job in explaining why the safety-critical nature of our industry demands workers to be 100 percent



From left, SMART TD Illinois Assistant State Legislative Director Joe Ciemny, Legislative Chairperson John O'Brien and Illinois State Legislative Director Bob Guy attend the second day of training at Beltway Railway Company in Chicago.

physically," Guy said. "And when, after a career spent in these conditions, a worker is less than 100 percent, why the occupational disability benefit is necessary as a last resort for those workers who can't physically perform their work any longer."

After two days of training and being able to interact with actual equipment he said the disability examiners now have a healthy respect for what SMART TD members do.

"You could tell by the feedback from the examiners that they now understand the challenges that we face," Guy said. "Then, on day two, to see their faces while they got to see a switch crew in action, and walk through a locomotive and handle a knuckle and just see the sheer size of the equipment we work on and around, it reinforced for us why this was so important."

"On behalf of Joe and John and all SMART TD members, I want to say what an honor it was to create and participate in this training," Guy said. "I want to also thank President John Previsich for entrusting us to represent SMART TD members nationwide. After the training, RRB Labor member Walt Barrows, expressed his personal gratitude for the work we did for this project, and like us, he looks forward to more training in the years to come."

RR retirement Q&A column

Continued from page 8

Q. Can annuitants request federal income tax withholding from their benefit payments?

Yes, annuitants may request that federal income tax be withheld from their annuity payments. To add or change federal income taxes withheld from SSEB payments, an annuitant must complete Internal Revenue Service (IRS) Form W-4V, *Voluntary Withholding Request*, and send it to the RRB. To add or change the amount of federal taxes withheld from NSSEB payments, annuitants must file Form RRB W-4P, *Withholding Certificate for Railroad Retirement Payments*, and send it to the RRB. If an annuitant does not file a Form RRB W-4P with the RRB and the taxable annuity components exceed the IRS minimum mandatory withholding amount, taxes will automatically be withheld as if the annuitant were married and claiming three allowances. **Railroad retirement benefits are not taxable by any state, so state tax withholding from railroad retirement payments is not possible.** Annuitants who wish to add or change federal tax withholding from their annuity payments may contact the RRB for assistance.

More information regarding the taxability of railroad retirement benefits can be found in RRB booklets TXB-25, *Tax Withholding and Railroad Retirement Payments*, and TXB-85, *The Taxation of Railroad Retirement Act Annuities*. These booklets are available at www.rrb.gov or by contacting the RRB toll free at 877-772-5772. Information is also available at www.irs.gov.

Notable quote

"Labor never quits. We never give up the fight — no matter how tough the odds, no matter how long it takes."

— **George Meany**,
first president of the AFL-CIO

IN MEMORIAM



Robert W. Vann IV
Age: 54
Local 1059
Died Jan. 10
in Wolf Point, Mont.
after a crew van
accident



John P. Schneider
Age: 54
Local 1505
Died Jan. 31
in Wallula, Wash.
after being struck
by a train



Michael G. Ollek
Age: 51
Local 29
Died June 10
in Queens, N.Y.
after being
struck by a train



Stephen W. Deal
Age: 20
Local 600
Died June 27
in Washington, D.C.
after being
struck by a train



Jake J. LaFave
Age: 25
Local 600
Died June 27
in Washington, D.C.
after being
struck by a train



John P. Beckman
Age: 48
Local 243
Died Sept. 22
in Arlington, Texas
after being
struck by a train



Nicholas J. Vosejpka
Age: 35
Local 1614
Died Dec. 30
in St. Paul, Minn.,
after collapsing in rail
yard

WE REMEMBER THOSE
WHO LOST THEIR LIVES
WHILE PERFORMING SERVICE
IN 2017.

NTSB: Lax safety led to Amtrak crash deaths

WASHINGTON — The National Transportation Safety Board (NTSB) determined the derailment of an Amtrak train near Chester, Pa., in April 2016 was caused by deficient safety management across many levels of Amtrak and the resultant lack of a clear, consistent and accepted vision for safety.

A backhoe operator and a track supervisor were killed, and 39 people were injured when Amtrak Train 89, traveling on the Northeast Corridor from Philadelphia to Washington, struck a backhoe about 7:50 a.m. April 3, 2016. The train engineer saw equipment and people working on and near track three and initiated emergency braking that slowed the train from 106 mph to about 99 mph at impact.

The NTSB also determined allowing a passenger train to travel at maximum authorized speed on unprotected track where workers were present, the absence of shunting devices, the foreman’s failure to conduct a job briefing at the start of the shift, all coupled with the numerous inconsistent views of safety and safety management throughout Amtrak, led to the fatal accident.

“Amtrak’s safety culture is failing, and is primed to fail again, until and unless Amtrak changes the way it practices safety management,” said NTSB Chairman Robert L. Sumwalt. “Investigators found a labor-management relationship so adversarial that safety programs became contentious at the bargaining table, with the unions ultimately refusing to participate.”

The NTSB also noted the failure by the Federal Railroad Administration (FRA) to require redundant signal protection, such as shunting, for maintenance-of-way work crews contributed to the accident.

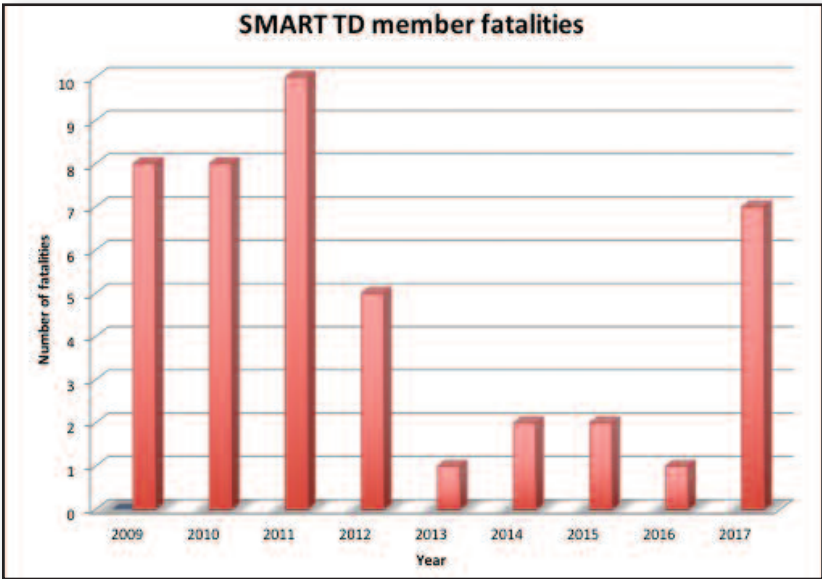
Post-accident toxicology determined that the backhoe operator tested positive for cocaine, and the track supervisor had tested positive for codeine and morphine. The locomotive engineer tested positive for marijuana. The NTSB determined that while drug use was not a factor in this accident, it was symptomatic of a weak safety culture at Amtrak.

As a result of this investigation, the NTSB issued 14 safety recommendations, including nine to Amtrak.

The NTSB also made two safety recommendations to the FRA, and three safety recommendations were issued to the Brotherhood of Maintenance of Way Employees Division, American Railway and Airway Supervisors Association, Brotherhood of Locomotive Engineers and Trainmen and Brotherhood of Railroad Signalmen.

The abstract of the NTSB’s final report that includes the findings, probable cause and safety recommendations is available at <https://go.usa.gov/xnWpg>.

The webcast of the board meeting for this investigation has been made available at <http://ntsb.capitolconnection.org>.



SMART Transportation Division members have seen a rise in the number of fatalities suffered this past year.

With seven fatalities in 2017, our union has not seen this many on-the-job member deaths since 2011.

Since 2009, 34 percent of all fatalities were switching accidents and 22 percent of fatalities were caused by members being struck by a train. Five of the deaths in 2017 were caused by members being hit by a train while performing their duties.

Safety setback: ECP brake rule repealed

In a blow to safety, the U.S. Department of Transportation (DOT) repealed a 2015 Federal Railroad Administration (FRA) rule that required railroads to implement electronically controlled pneumatic (ECP) braking technology on trains hauling hazardous flammable contents.

“Clearly the railroad industry’s overwhelming influence over the Trump administration is paying off in repealing the ECP brake rule,” said SMART TD National Legislative Director **John Risch**. “ECP brakes are the safest, most advanced braking systems in the world and without some government requirement we will continue to use our current, outdated 150-year-old braking technology for the foreseeable future.”

The ECP brakes mandate was part of the 2015 rulemaking on DOT-117 tank cars. The

rule stated that trains meeting the definition of a high-hazard flammable unit train (HHFUT) with at least one tank car with Packing Group I materials must be operated with ECP brakes by Jan. 1, 2021, or face reduced maximum speeds. All other HHFUTs were required to have the system installed after 2023. DOT defined HHFUT as a single train with 70 or more tank cars loaded with Class 3 flammable liquids.

The Association of American Railroads has been lobbying for repeal of the rule.

In November, Risch made comments to the Pipeline and Hazardous Materials Safety Administration (PHMSA) in support of ECP braking technology.

Those comments are available at <https://static.smart-union.org/worksites/PDFs/PHMSA-2017-0102.pdf>.

It's time to apply for UTUIA scholarships



College & Trade School Scholarship Program Rules

DISTRIBUTION

Fifty continuing \$2,000 scholarships are awarded each year upon verification of enrollment for the fall term. The scholarships are prorated according to the number of SMART Transportation Division members in each of nine districts. The names of the 50 scholarship winners for the academic year 2018-19 will be drawn at UTUIA headquarters in North Olmsted after the March 31 application deadline.

ELIGIBILITY

Requirements of a UTUIA scholarship applicant are that he or she be a U.S. citizen, at least a high school senior or equivalent, and age 25 or younger.

Applicants must be associated with the UTUIA by either owning a UTUIA insurance policy or by being the child or grandchild of a current UTUIA policyholder. Scholarship applicants must also be associated with the SMART TD by belonging to the union, or by being the child or grandchild of an active or lifetime SMART TD member.

Applicants also must be accepted for admittance, or already enrolled, for at least 12 credit hours per quarter or semester at a recognized institution of higher learning (university, college, or junior college, nursing or technical school offering college credit). Graduate schools are not included. Families of full-time SMART TD officers are not eligible.

Applications must be received **no later than March 31, 2018**. Please submit **only one application per student**. Incomplete or duplicate applications will not be accepted.

The application form is only available at www.utuia.org by clicking on “scholarship information” and “scholarship application.”

AWARDS

Scholarship winners are selected through a random drawing. A UTUIA scholar is expected to maintain a satisfactory academic record to keep the scholarship for the full four years.

ADMINISTRATION

The UTUIA Scholarship Committee decides whether individual scholarships should be continued or discontinued. Each successful applicant must provide annual proof of eligibility on or before a deadline set by the scholarship committee to qualify for a continuing award. The day-to-day management of the program is handled by the office of the UTUIA secretary & treasurer.

CONTACT

Further questions may be directed to Beth Thomas by calling **216-227-5254**, or by emailing “ethomas@utuia.org.”

Visit www.utuia.org for full details and official rules.

A message from UTUIA President Ken Laugel

UTUIA scholarships continue at \$2,000 per year!

Each year, UTUIA awards college and trade school scholarships to worthy young men and women across the country. In 2018, 50 college scholarships are being offered at \$2,000 per year for up to four years of college, along with 50 trade school scholarships at \$2,000 per year for up to two years of coursework leading to certification in a trade.



Laugel

“Education is the gateway to opportunity, and UTUIA is proud to offer students an opportunity to pursue a college degree or a trade school education,” UTUIA President Ken Laugel said.

This year marks the 150th anniversary of our union’s commitment to serving the men and women of transportation. What started as a Railroad Order in 1868 where the “passing of the hat” was used to collect money for widows and orphans of fallen railroad workers has grown into a fraternal benefit society serving the many needs of thousands of members of SMART TD and their families, and, Laugel says, UTUIA is proud to be a part of that long tradition.

“Our commitment to providing the most flexible benefits, affordable rates, outstanding service and unmatched claims payment is the reason we have flourished for well over a century and will continue to do so with continued member support.” Laugel said.

The deadline for scholarship applications is March 31, 2018. For more information about rules of the UTUIA scholarships and to apply, visit the UTUIA website at www.utuia.org/scholarships.

Fraternally,
Ken Laugel
President, UTUIA

John Edgar Thomson Foundation offers assistance to daughters of deceased railway employees

The John Edgar Thomson Foundation was established in 1882, endowed by the will of Mr. Thomson, third president of the Pennsylvania Railroad. The Foundation provides financial assistance for orphaned daughters of deceased railway employees.



Thomson

The parent, regardless of gender, must have been in the active employ of a railroad in the U.S. at the time of death. The cause of death need not be work-related and the parent, while on the active role of the railroad, may have been receiving disability or sick leave benefits. Eligibility is dependent upon the daughter and parent remaining unmarried.

The monthly grant, under continued eligibility, may cover the period from infancy to age 18. If attending college, assistance may extend to age 24 to assist with higher education. The Foundation also provides special healthcare benefits to the daughter.

Funding for the work of the Foundation is completely independent of any railroad. Applications are accepted year-round.

For more information, visit www.jethomsonfoundation.com or call **1-800-888-1278**.

UTUIA Scholarship Districts*

District	Scholarships
1 Connecticut, Maine, Massachusetts, New Hampshire New York, Rhode Island, Vermont	5
2 Delaware, District of Columbia, Maryland, New Jersey, Pennsylvania	5
3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia	8
4 Indiana, Michigan, Ohio	5
5 Illinois, Wisconsin	4
6 Arkansas, Louisiana, Oklahoma, Texas	6
7 Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota	6
8 Arizona, California, Colorado, Nevada, New Mexico, Utah	8
9 Alaska, Idaho, Montana, Oregon, Washington, Wyoming	3

*In the event of a lack of eligible applicants for any district, all remaining applicants will be added to a subsequent drawing after winners have been drawn. A random drawing will then take place until such time that all scholarships have been given away.

*Official rules and full details are available at www.utuia.org.

Other transportation scholarships

Below is a list of some other transportation industry scholarships that you or your children/grandchildren may be eligible for.

- **Tom D. Eilers Scholarship** - Application due by March 31. Visit www.utuia.org for more information.
- **Union Plus Scholarship** - Application due by noon EST, Jan. 31. Visit www.unionplus.org to apply.
- **Tealinc Scholarship** - For children or dependents of a person working in the freight rail industry. Application due by March 31. Visit <http://www.tealinc.com/news-education/tealinc-scholarship/> to apply.
- **Frank J. Richter Scholarship** - This \$1,000 scholarship is sponsored by the American Association of Railroad Superintendents. Applications are being accepted between March 1 and July 1, 2018. Visit www.supt.org/FrankJRichter for more information.
- **ABA Foundation Scholarships** - The American Bus Association Foundation (ABA) offers scholarships to full-time employees and their children, whose employer is a member of the ABA. Employees of Coach USA, among others, are eligible. Applications are being accepted until April 6 at www.buses.org/aba-foundation/scholarships.
- **RAA Scholarship** - \$3,500, for high school graduates studying for a career in aviation. Go to http://www.raa.org/page/RAA_Scholarship for more information.

For other available scholarships visit:
<https://www.scholarships.com>

Texas locals hold 2nd solidarity rally

On Sept. 25, members from SMART Transportation Division and BLET joined for the second annual Houston Hub rail rally to show the value of solidarity.

The locals had information and assistance available, similar to a regional meeting. Along with SMART TD and BLET officers, representatives from numerous rail-related organizations were present.

Houston-area general committees in attendance were BNSF GO 393, represented by General Chairperson **Chad Adams**; UP GO 577, represented by General Chairperson **Roy Davis**, Vice Chairperson **Chris “Tuffy” Goodrum** and Secretary **Buddy Piland**; Port Terminal Railroad GO 803, represented by General Chairperson **Chris Alston**; and UP GO 927, represented by General Chairperson **Steve Simpson** and Vice General Chairperson **Scott Chelette**.

SMART TD Vice President **Jeremy Ferguson** and SMART International Representative **John Babler** also attended.

Ferguson addressed the membership about the status of the then-ongoing mediation for the National Rail Agreement. Other presentations were given by UTUIA Field Supervisor **Joe Solito** (Local 1066 of New Orleans) on UTUIA insurance policies and by Auxiliary of the UTU Lodge 281 President **Mattie Thomas** on the benefits of joining the auxiliary as well as on legislative issues.

SMART TD Local 1892 Chairperson **Daniel Holak** was instrumental in organizing the event. Prizes from donors were raffled, and Davis cooked about 500 pounds of meat in his homemade barbecue trailer, said Ferguson.

“What a master smoker and cook this man is!” Ferguson said of Davis. “I don’t think I can thank Roy and his band of officers enough for the hard work and fine food that we all enjoyed at the rally, let alone their dedication and hospitality they showed to all.”

While the food cooked, Local 524 Chairperson **Mike Taylor**, Piland, Goodrum, Local 293 Chairperson **Charlie Doucet**, Local 293 Chairperson **Rodney Cleveland**, Holak, Local 524 Chairperson **Jamie Moffitt**, Alston and Thomas, along with the “Master of Ceremonies” Local 524 Chairperson **Darvin Scott** kept everyone fed and entertained.

“What another great experience for Houston and our members,” Ferguson said.

For information about the 2018 rally, visit www.railrally.com.



Roy Davis bastes ribs with barbecue sauce at the rail rally. Davis cooked up about 500 pounds of meat in his home-made barbecue trailer at the two-day event.

Photo of the month



Conductor **Jeffery Caffee** of Local 465 in Gillette, Wyo., got this shot of BNSF and Union Pacific trains outside Antelope Mine, south of Gillette, at dusk in November.

SMART Transportation Division is always looking for good photos and your picture can be featured on this page as a Photo of the Month.

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 JPEG format and emailed to news_td@smart-union.org. We prefer horizontal photos.

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 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.

Rail contract ratified

Continued from Page 1

synopsis and voting instructions.

Ratification ends a process that began in 2014 and stretched over 2.5 years. The contract talks marked the first time that SMART TD leadership united in a Coordinated Bargaining Group (CBG) with the Brotherhood of Locomotive Engineers and Trainmen (BLET) in addition to four other unions – the Brotherhood of Rail Signalmen (BRS), the American Train Dispatchers Association (ATDA), the National Conference of Firemen and Oilers (NCFO) and the International Brotherhood of Boilermakers (IBB) – to reach a contract.

Members of five of those six unions voted to ratify.

In addition to Previsich, other members of the SMART TD negotiating team were: International Vice Presidents **John England**, **Jeremy Ferguson**, **Troy Johnson**, **John Lesniewski**, **Doyle Turner** and **David Wier**; and General Chairpersons **Mark Cook** (NS, GO 898), **Brent Leonard** (UP, GO 953), **Steven Mavity** (CSX, GO 049) and **Daniel Young** (BNSF, GO 017).

“The easy thing for them to do when the going got tough was to declare defeat and walk away from the negotiating table, as others have done, but our team never wavered,” Previsich said.

Mavity retires

Continued from Page 2

and into a 24- or 48-hour displaced status.

Mavity said his B&O general committee is the only committee not under that bumping and bidding process. Early on in his tenure, Mavity and the carrier mutually walked away from talks, and “agreed not to agree,” he said.

“We’re the only ones left,” Mavity said about resisting the EBS. “We want to make the decision for ourselves, the position we want to hold, not to be forced to bid on the position. We don’t want to give that up.”

Mavity said that particular situation is one that will continue to be challenging for his successor, **Jamie C. Modesitt**, as he steps into the role.

Modesitt, 43, of Jacksonville, Fla., the GCA’s first vice general chairperson, will fill the remainder of Mavity’s term, which runs into 2019. Modesitt is also a member of Local 298, and, according to Mavity, it’s the first time general committee chairpersons out of

the same Local have succeeded one another.

“He’s one of the sharpest people you’ll ever meet. It’s phenomenal the stuff he gets done,” Mavity said of Modesitt.

Mavity said he and his wife, Sandy, plan to stay in Florida after his retirement and that he’ll tackle a long list of chores that have accumulated around the house since they were married Nov. 4, 1978.

“I’ve devoted my life to this organization. With me retiring, I can start working on these,” Mavity said.

He and Sandy will have more time to travel to visit their three children – Marci, Noah and Jared, and four grandchildren – Tyler, Jaxson, Lily and Skyeanne.

“I’m ready to move on and enjoy another chapter in my life,” Mavity said.

In a goodbye email, he emphasized that his successors will carry on just fine in the future.

“I am officially retired and yesterday’s news. While I will be moving on, the B&O GCA is being left in VERY CAPABLE HANDS.”

Is your local involved in a charity? Or perhaps one of your brothers or sisters is doing something unique outside of work? 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

