

SMART[®]

Transportation Division News

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

SEATTLE REGIONAL MEETING

Union leadership takes aim at Janus decision's attack



SMART Transportation Division President John Previsich answers questions that were submitted through the SMART TD mobile app during the closing session of the Seattle Regional Meeting on July 4.

SEATTLE — SMART Transportation Division President **John Previsich** answered questions from members about the Janus decision, upcoming 2019 national rail labor contract negotiations and discussed new technological initiatives as the July regional meeting came to a close.

The Janus decision affects a handful of properties that have SMART TD representation, but leaves rail properties relatively unscathed for the time being, Previsich said.

"The result of this decision will not directly af-

**MORE ON
THE JANUS
DECISION
APPEARS
ON PAGES
3 & 4.**

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2019 regional meeting to be in San Diego

SEATTLE — SMART Transportation Division President **John Previsich** announced July 4, on the final day of the Seattle Regional Meeting, the location of 2019's regional meeting.

The Hilton San Diego Bayfront, which was the location of the 2014 SMART TD convention, will welcome SMART TD's regional meeting July 1 to 3, 2019.

San Diego will be the lone regional meeting next year be-



The Hilton San Diego Bayfront will host the lone regional meeting for SMART TD in 2019.

cause it is a convention year.

New bills introduced to protect bus drivers

SMART Transportation Division leaders announced their support for the Bus Operator and Pedestrian Protection Act introduced in June in the U.S. House of Representatives by Congresswoman Grace F. Napolitano (D – Calif.) and Congressman John Katko (R – N.Y.).

The act's companion bill, S.3215, was introduced July 16 by U.S. Sen. Chris Van Hollen, a Maryland Democrat.

"Ensuring a safe work environment for transit operators is crucial to improving our transportation system for both passengers and employees," Van Hollen said. "This legislation makes a long overdue push to improve safety conditions for these men and women — and invests the resources to make it happen."

Incidents of assaults on bus operators occur daily and threaten the safety of both our members and the riding public. Countless news reports of incidents involving spitting, beatings and stabbings by unruly passengers have left SMART TD bus drivers as victims of frequent violence.

"Every day we hear major news stories of bus drivers being beaten, having items thrown at them, spitted

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Around the SMART TD

LCA 610C, New Jersey Transit



SMART Transportation Division members who are conductors for New Jersey Transit pose in their new shirts May 31 after signing up with the SMART Army group in this photo provided by LCA/GCA Secretary Scott Spratt. For more information and to join the SMART Army's activist efforts, text "SMART" to 21333 and follow the prompts. Message and data rates may apply.

Local 1785, Santa Monica, Calif.

Member **Rochelle Beamon** of Local 1785 was honored by Santa Monica, Calif.'s city manager with the city's "Elaine" award. Beamon, an operator for Big Blue Bus (BBB), was called a hero after she avoided a man on an electric scooter who swerved into her lane.

"I saw him, looked left and

felt very grateful that it turned out the way it did. It feels great to know that I saved someone's life," Beamon said when she received the award.

Each week, City Manager Rick Cole honors someone with an Elaine award to a city employee who exemplifies the city's commitment to ex-

cellent service.

SMART TD congratulates Beamon on her excellent driving skills and on a job well done.

The BBB service area spans more than 58 square miles of greater Los Angeles and its buses provide over 16.5 million rides for customers each year.

Local 1245, Atlanta, Ga.



Local 1245 member Felicia Jones speaks to Norfolk Southern new hires about what to expect when working as a conductor for the carrier in June.

Members gathered together in the Atlanta area for a dinner to educate new Norfolk Southern hires about the benefits of joining SMART TD in June.

"When the window opened for our committee to invest our resources and time to meet potential members of SMART TD, we moved rapidly in assisting in the organizing of these meetings and provid-

ing help where needed," said General Chairperson **Tommy Gholson** of GO 898. "These future members will remember the union that stood before them first and took time educating them on railroad operations coupled with the benefits of belonging to SMART. There is only one opportunity to make a first impression."

Local 1409, Kansas City, Kan.



Members of Local 1409 and others presented a UTU PAC check to Stuart Sweeney, who is running for the Kansas House 38th District. Front row, from left, are Local 527 President Nick Davis, Legislative Representative Dan Bonawitz, Sweeney, Local President Mark Page, Vice Local Chairperson Chris Miller, Trustee Adam Rulon and Local Chairperson Mike Martinez. Back row, from left, are Benny Goolsby, Trustee David Vest, Jesse Peden, Assistant Legislative Representative Shawn Savage and Secretary & Treasurer Johnny Danner.

Local 674, Augusta, Ga.



KK Peterson, left, pictured with Local Chairperson Jay Gibson, retired from CSX at the end of May after 56 years of railroad service. Peterson hired on with the Georgia Railroad on Aug. 17, 1962, and SMART TD wishes him well in retirement!

Local 1687, Belen, N.M.

Jebidiah Osborn, a locomotive engineer for New Mexico Rail Runner Express, has honed his Brazilian Jiu-Jitsu skills to champion level.

Osborn, 40, trains at Coyote Brazilian JiuJitsu Academy in Albuquerque and won first place in April in the master's beginner heavyweight division at Grapplefest 28 in Rio Rancho, N.M.

"Jeb is here training in Jiu-Jitsu every chance he gets. He strives to learn and improve every time he steps on the mat," said his trainer, Professor Daniel "Coyote" Souza.



Osborn

Conductor leads Union Pacific to new opportunities

Union Pacific conductor and GCA 225 Vice Chairperson **Bob Alba** proved how much impact one employee can have on the railroad with two viable new business leads. His most recent idea came after listening to a cement company's rail concerns. Alba offered a solution: work with Union Pacific.

Alba operates out of Jones Island, Wis., a port owned by the city of Milwaukee.

"It's neutral territory, so there's true competition with other railroads," Alba said. "We regularly switched the cement company's cars out of the way, and I figured since I'm doing the work anyway, let's get paid for it."

Alba reached out to UP customer care, where he was connected with Taylor Holterman, senior consultant-marketing and sales.

"Working with Taylor was great," Alba said. "She showed tremendous interest in what I was doing and ran with the idea."

After listening to Alba's recommendation, Holterman collaborated with marketing leads Carey Wilcox and Cori Bumgardner for pricing rates for UP and customer Lafarge-Holcim.

"Bob was vital in providing the initial business lead and operational insight," Holterman said. "He consistently followed up on the transition progress, got initial shipments



Alba

moving and looked for ways to make the shipping process smoother and more efficient.

"The service Bob provided on the local encouraged the customer to

make the switch to UP."

After 40 years on the railroad with Chicago North Western and UP, Alba knows what it takes to keep customers happy.

"An excellent customer experience starts with understanding the customer's needs," Alba said. "They have manpower concerns just like the railroad, so we try to set a consistent and convenient servicing schedule whenever possible."

"If I'm going to be late that day, I try to let them know right away, giving them the opportunity to rearrange manpower, which makes all the difference in the world."

Alba now provides weekday service to LafargeHolcim hauling fly ash, a byproduct of coal burning used in the production of cement.

"They love our service," Alba said. "We've tripled their original order, and they are expanding their work with us."

Last year, Alba contacted another representative about a different opportunity. After a year, that company also is ready to give UP a try.



SMART General President Joseph Sellers Jr. addresses the second day of the TD Seattle Regional Meeting on July 3 at the Westin Hotel.

Sellers: Unity at all levels will help in fight after Janus

SEATTLE — SMART General President **Joseph Sellers Jr.** said July 3 that the union will move in a unified direction at all levels in the fight against the ongoing attack on labor by monied right-wing interests.

His call to action at the second day of the SMART Transportation Division Regional Meeting came a week after the Janus v. AFSCME case that overturned the ability of public sector unions to collect agency fees from “free-riders” — people who are represented by a union and benefit from union negotiating on areas such as health care and contract negotiations but do not pay dues.

“Our theme — Strength through Unity — that is perfect and appropriate for this time,” Sellers said. “We need to roll our sleeves up. We need to put sweat equity into the changes that we need to make on behalf of our union, on behalf of your local, on

the behalf of the good and the welfare of our members and members to come.”

The 5-4 decision in a fractured U.S. Supreme Court drives a wedge between unions and the financial resources unions have to spend representing workers, weakening unions’ ability to represent and protect workers, Sellers said.

Janus is a reversal of the 1977 precedent-setting *Abood v. Detroit Board of Education* case, a 9-0 decision made by what SMART Transportation Division General Counsel **Kevin Brodar** described Monday as a “who’s who” of Supreme Court justices. Current Justice Samuel Alito and four other conservative justices banded together for the reversal.

“This is supposed to be the most honorable court in the world, the most independent court in the world, but this is a radical act — a radical

act to undo decades — four decades — of precedent,” Sellers said.

And already the agents of big business are beginning campaigns to reach out to members of the affected public-sector unions — traipsing through neighborhoods and knocking on doors, trying to convince members to stop supporting their union financially.

“They’re going out there and they’re spending their money and the Koch brothers, as we heard yesterday, continue to go after unions and working people and working families,” Sellers said.

Those big-money business people hate that unions such as SMART and other AFL-CIO members have financial resources to leverage — the Janus decision is one way those one-percenters are trying to reduce labor’s clout, divide unions and also

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Our leadership takes aim at Janus decision’s attack on unions

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fect anyone who works for BNSF, UP, CSX, NS, most of your short lines...” he said.

“Where we do have a concern is our operations that are operated by public agencies — typically it’ll be a municipal bus company,” Previsich said. “We’ve had meetings with each and every property. They’ve already been contacted, they know what to do and we’ll go ahead and work our way through.”

It’s those future attacks from anti-labor interests and court cases that we’ll have to be aware of in this era where all branches of government are stacked against labor, he said.

“They’re not done yet — we’re going to see more of it,” Previsich said. “Not only are both houses of Congress lined up against us, the White House is lined up against us and the Supreme Court is lined up against us.”

To fight back, union brothers and sisters, their friends, neighbors, families and others will need to vote and get the word out on issues important to the union, such as safety.

“Elections matter,” Previsich said.

Previsich discusses politics, negotiations and tech initiatives

SEATTLE — In a question-answer session on the Seattle Regional Meeting’s final day, Transportation Division President **John Previsich** answered questions regarding politics, upcoming negotiations and technology.

Regarding the consideration of some members’ more conservative viewpoints:

“We welcome a free and honest dialogue and discussion about a number of issues,” Previsich said. “But the one thing that we need to do, that we’re going to do and what we are going to continue to do is to educate our members about our issues.”

Some members may have strong feelings on conservative issues, but those issues need to be balanced with the impact it will have on their livelihood and their families, he said.

“Not everybody is going to vote the way I would like them to vote, I understand that,” Previsich said. “But what I do want, and I think what we all want, is for those votes to be educated votes. We want people casting their ballots to know what the issues are.”

Also ahead is the start of negotiations for a new national rail contract, which is open in 2019, with a number

of details to be determined.

Previsich said that the joint negotiating tactics by unions that were successful in the last contract will be repeated at least at the outset of the new talks as the carriers offer up their resistance.

“Going into those negotiations, there are some things you can count on,” he said. “Number 1, they won’t want to give us any more money; Number 2, they’re going to want to attack our health-care ... they’re going to go after our work rules. That’s standard, that happens every time.”

The labor side is well aware of the breaks the car-

riers got with the Republican tax plan that was passed in late 2017, and that will definitely be in play during contract talks, Previsich said.

“Our job this time is to get a better deal than we got last time. That’s what we’re looking for — that’s what we’re always looking for,” he said. “They can’t hide behind finances. Not only do they have record revenues and record profits, it’s record tax cuts, record givebacks, record stock buybacks...the economics are going to work in our favor this time around.”

SMART TD also is improving its technological base,

Previsich said.

“One of the things we are trying to do is leverage technology in a way that is going to improve our communications” Previsich said.

Questions were submitted via the upgraded and improved SMART TD app. It can be downloaded from the Apple App Store or through Google. More information is available at www.smart-union.org/td/mobile.

Also ahead are upgrades from the decades-old legacy system to help improve how local secretaries and treasurers do their jobs.

The Janus decision: 40 years of precedent tossed

SEATTLE — Strength, unity and education will be the way to fight the United States Supreme Court's 5-4 decision last week on *Janus v. AFSCME 31* that overturned more than four decades of legal precedent.

That was the message given at the opening session of the SMART Transportation Division Regional Meeting on July 1 in Seattle.

The 49-page decision written by Justice Samuel Alito and supported by the four other conservative justices eliminates the ability of public sector unions to collect agency fees from those employees who refuse to be union members, yet still receive the benefits negotiated by unions.

"Janus is something that is indicative of an anti-labor movement in certain parts of the government that they're working very hard to take away the rights and privileges that we have worked for for a number of

years," SMART Transportation Division President **John Previsich** said.

SMART TD General Counsel **Kevin Brodar** explained to attendees the magnitude of the decision and how the conservative tilt of the court, achieved with the installation of President Donald Trump's nominee Neil Gorsuch, poses an ongoing menace to labor.

"It is everything we thought it would be," Brodar describe the Janus decision, written by Alito. "From every page drips his contempt for labor and unions. This is less a legal opinion as it is a right-wing manifesto against labor. That's the sad story."

"Justice Alito and his Federalist Society conspirators are once again trying to sell the public on a two-century-old idea that organized labor is nothing more than legalized extortion. Having lost the battle of ideas over the years because unions



"The idea is to drain union coffers of their money, drain them of their political clout, drain them of the ability to represent their members. With that, disappears a decent wage, pension plans, health care — all gone."

General Counsel Kevin Brodar

are still here, they have taken the idea that they can strangle unions out of existence by ending their funding."

Janus overturns the 9-0 decision in *Abood v. Detroit Board of Education* made in the 1970s in which, Brodar said, "some of the heaviest hitters in the legal field" all agreed that unions had the power to collect agency fees from "free-riders," non-paying members who still received benefits negotiated by the unions.

"This is essentially a green light to anyone who wants to stop paying union dues in the public sector," Brodar said. "The idea is to drain union coffers of their money, drain them of their

political clout, drain them of the ability to represent their members. With that, disappears a decent wage, pension plans, health care — all gone. That's the plan of this case."

The Janus decision is another attack on the United States labor movement, Brodar said — the newest moment in a long line of resistance against people uniting for a common cause to improve their lives.

"This case is an attack on working people. It's an attack not just on public sector unions, but all of us in this room. This is an attack on every member of this union," Brodar said. "No matter how many bayonets and bullets they used, they

couldn't kill the idea. They couldn't kill the cause. It exists today. Why is that? Because this is a righteous and just cause. And you, all of you here, are the heirs to that cause."

The fight will continue, Brodar said, and he urged members to come together, educate themselves and be prepared to battle future efforts to weaken the power of labor and tip the scales in the favor of the carriers.

"This is not the last shot. There will be many more shots coming. It's up to us to respond," Brodar said.

"If this union disappears, there are dark days ahead. There are dark days right now — there will be another Supreme Court appointment who won't be a labor-friendly guy."

"What we need is solidarity. It's solidarity that brought us here," Brodar said. "There's work to be done, and it's time."

Sellers: Unity at all levels will help defeat Janus attack

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to lower wages and benefits for workers.

It's already evident in the 28 right-to-work-for-less states, where benefits and wages decline across the board. Workplace safety also deteriorates, with occupational fatalities in those states going up 14 percent in the 24 years that right-to-work-for-less has existed, Sellers said.

"This is big business and this is the far-right. This is the majority at this time ... but with our heart and our hard work, that will end in November," Sellers said. "That is where our strength comes from — 200,000 members in our organization working together pulling on the rope together in the same direction, making sure that we are not weakened."

He called upon local chairpeople to intensify their organizational efforts and communication — the union's "grassroots cam-



"We need to put sweat equity into the changes that we need to make on behalf of our union, on behalf of your local, on the behalf of the good and the welfare of our members and members to come."

General President Joseph Sellers Jr.

paign."

"We need to make sure that we have our game together," Sellers said. "We need to make sure that we educate our members. We have a mid-term election coming up, and we can change that paradigm, but it's not going to happen by itself. It's not going to happen without our hard work."

"We need to be laser-focused as we fight back and take back one or possibly two branches of this government."

Sellers said that the SMART Army's community

activism efforts, face-to-face contact and the use of avenues such as social media and text messaging will also help make SMART stronger, more united and improve communication with members.

"We need to make sure that we, at every level of this organization, are fighting back with one voice," he said.

To join the SMART Army and stay up to date, members should text "SMART" to 21333 and follow the prompts. Messaging and data rates may apply.

Coming in the September print edition of the SMART TD News: Photos from both regional meetings



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New bills introduced in the U.S. House and in the U.S. Senate to help protect bus operators

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upon, and verbally abused. LA Metro, for instance, which operates in my district, experiences approximately 130 assaults on bus drivers per year,” Napolitano said in a June news release. “This is an unthinkable experience for drivers, and it also has major safety impacts on passengers, motorists and pedestrians, as these assaults often occur while the bus is moving.”

A college student critically injured in a stabbing April 9 while he rode on a bus owned by Montebello Bus Lines (MBL) died in June of his injury. Members of SMART TD Local 1701 serve MBL and have expressed their outrage that more hasn’t been done to

protect passengers and operators alike.

“People are crazy out there. Please don’t sweep this under the rug,” Local 1701 Chairperson **Cecilia Lopez** told Montebello City Council at a meeting immediately after the stabbing. “What does it take to make sure our employees are safe?”

As detailed in an article that appeared in the SMART TD News online edition in March, your union is continuing its efforts to create an environment where bus operators and other transportation workers do not have to do their jobs under the threat of potential violence. The bills introduced by the representatives and senator are a step toward that ultimate goal.

“There have been gruesome, inexcusable acts that have been committed on our bus members including shootings, stabbings and beatings, and little has been done about it. We need adequate driver shields and mandatory de-escalation training,” said National Legislative Director **John Risch**. “I want to thank Representatives Napolitano and Katko for developing and introducing this important piece of legislation. Our pledge is to continue to work with Congress and the administration to ensure all bus operators are given the protection they deserve.”

Both the House and Senate version of the legislation require transit agencies to develop Bus Operations Safety Risk Reduction Pro-

grams by implementing physical barriers to prevent operator assaults, de-escalation training for bus drivers, driver-assisted technology to reduce accidents and modified bus specifications or retrofits to reduce visibility impairments.

“There is no higher priority than operator safety. On a daily basis, we see reports of drivers getting assaulted and having their lives irreversibly changed because they were behind the controls just doing their jobs,” said SMART TD Bus Department Vice President **Calvin Studivant**. “This critical legislation will significantly improve bus driver safety through risk reduction programs and other safety requirements.”

The Bus Operator and Pedestrian Protection Act and its Senate companion bill continue to build on SMART TD’s efforts to protect bus drivers and eliminate operator assaults, but the effort of members is needed to get political leaders to support the legislation via the Legislative Action Center.

H.R. 6016 as of July 24 had 36 cosponsors — two Republicans and 34 Democrats. It has been referred to the Subcommittee on Highways and Transit.

S.3215 has been referred to the Senate’s Committee on Banking, Housing, and Urban Affairs and co-sponsors are being sought.

State Watch

News from SMART TD State Legislative Boards

TD’s Washington board honors legislators at Seattle meeting

SEATTLE — SMART Transportation Division’s Washington State Legislative Board, represented by Legislative Director **Herb Krohn**, gave awards to a number of state legislators supportive of the union’s safety efforts at July’s regional meeting.

Receiving Golden Spike Awards for “exemplary leadership in advocating for legislation to protect the safety of both railroad workers and the general public” were state Sens. Steve Conway (D – Dist. 29) and Patty Kuderer (D – Dist. 48).

When receiving his award, Conway talked about the need for multiple-person crews on trains and the vital support crewmembers provide to first responders when a rail accident happens.

“We’re going to get that bill,” Conway said. “We’re going to get it passed.”

Kuderer, an attorney who worked on a number of railroad-related cases, is a “magnificent advocate” for rail safety, Krohn said, and had a hand in the state hearings regarding the aftermaths of both the 1993 Kelso accident and the 2015 Stampede Pass incident in which a train came apart during a blizzard.

In her speech accepting the award, Kuderer talked about how her grandfather, a union railroader, and later her grandmother could stay in their home after retirement thanks to a pension that unions fought for and protected.

However, the recent Janus v. AF-SCME decision places those things in jeopardy.

“There’s direct evidence that unions work and they’re not the prob-



Washington state Sen. John Conway accepts his Golden Spike award from Washington State Legislative Director Herb Krohn as SMART TD President John Previsich looks on at the Seattle Regional Meeting.



Washington state Sen. Steve Hobbs addresses attendees on July 3, the second day of the Seattle Regional Meeting after receiving a Golden Lantern award.



Transportation Division President John Previsich congratulates Washington state Sen. Patty Kuderer on receiving a Golden Spike award at the Seattle Regional Meeting.

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News and information for members
of the SMART TD Alumni Association

Becoming a member costs
just \$9 a year!
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or visit www.smart-union.org/td/alumni.

Rail Retirement appears solvent until 2047, barring job drop

The chief actuary of the Railroad Retirement Board (RRB) said in his triennial report that the railroad retirement fund will remain solvent with no cash flow problems for nearly three decades, barring any unforeseen drops in rail worker employment over that time.

The positive forecast led the reviewers to conclude that the RRB payroll tax structure should remain unchanged at present, yet they also warned that future job losses could jeopardize the system in years to come.

“The long-term stability of the system, however, is not assured,” Chief Actuary Frank J. Buzzi and his staff wrote. “Under the current financing structure, actual levels of railroad employment and investment return over the coming years will determine whether additional corrective action is necessary.”

Chief Actuary Frank Buzzi and his staff said in the report, submitted by RRB in mid-June to President Donald Trump, Vice President Michael Pence and Speaker of the House Paul Ryan, that cash flow for rail retirement appears stable until 2047.

“The conclusion is that, barring a sudden, unanticipated, large drop in railroad employment of substantial investment losses, the railroad retirement system will experience no cash flow problems during the next 29 years.” Frank Buzzi and his staff wrote.

The review assumed three scenarios for passenger and freight railroad employment from 2017 and the years after and projected the status of the system out to 2091.

■ **Scenario 1** (optimistic): Average railroad employment starts at 223,000, with passenger rail employment steady at 48,000 workers and a constant annual decline in freight rail employment of 0.5 percent for 25 years at a reducing rate over the next 25 years and then

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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
7	Bruner Jr., Chester A.	North Platte, Neb.	607	Rogers, Ralph L.	Koshkonong, Mo.	1301	Ottinger, Paul E.	Knoxville, Tenn.
14	Lance, Harrison C.	Huntsville, Tenn.	653	Hawker, Norman J.	Tinley Park, Ill.	1312	Baber, Alonzo	Pensacola, Fla.
14	Taylor, James E.	Helenwood, Tenn.	662	Harris, Crawford W.	Appomattox, Va.	1313	Cornish, Dan B.	Amarillo, Texas
31	Dewald, Donald G.	Capitola, Calif.	663	Larson, Charles E.	Brownville, Maine	1315	Hill, Ralph H.	Corbin, Ky.
113	Jensrud, Roy O.	Gallup, N.M.	792	Corello, Edward C.	Aurora, Ohio	1337	Chelette, Gary W.	Greenwell Springs, La.
194	Yonke, William L.	Elkhart, Ind.	792	Henry, Charles E.	Norwalk, Ohio	1344	Lantz, Albert C.	Dickinson, N.D.
195	Jacquinet, Clarence R.	Loveland, Colo.	854	Early, Ira C.	Charlottesville, Va.	1361	McKay, Irving J.	East Haven, Conn.
196	Duncan, J. T.	Centralia, Ill.	891	Burns, Eugene R.	Missoula, Mont.	1365	Bugno, Edward M.	Youngstown, Ohio
226	Bain, Forrest L.	Moulton, Iowa	894	Shearer Jr., William C.	Claremore, Okla.	1390	Slingland, Benjamin F.	Phillipsburg, N.J.
240	Haile, Jack E.	Forsyth, Mo.	904	Gish, Alvin L.	Evansville, Ind.	1402	Baker, Donald G.	Dupo, Ill.
281	Robinson, Eugene D.	Dickinson, N.D.	904	Hicks, James M.	Lees Summit, Mo.	1470	Buettner, Max R.	Sarasota, Fla.
284	Stewart, James T.	Bedford, Ohio	915	Jones, Clayton D.	South Charleston, W.Va.	1473	Collins, James M.	Ashland, Mass.
293	Coleman, Weldon R.	Houston, Texas	924	Sutton, Alvin L.	Richmond, Va.	1525	Dye, Raymond H.	Paducah, Ky.
318	Congdon, John J.	Canisteo, N.Y.	1000	Scudder, Floyd M.	Verndale, Minn.	1529	Willet, Francis J.	Bradner, Ohio
318	Steinbacher, Michael C.	Montoursville, Pa.	1006	Morgan, Ronald A.	Washington, Pa.	1548	Westerfield, Edward R.	Indianapolis, Ind.
322	Habeck, William W.	Wisconsin Rapids, Wis.	1007	Brown, Arlen G.	Punta Gorda, Fla.	1570	Figgeroa, Barry A.	Atascadero, Calif.
338	Driskill, Billy G.	Chickamauga, Ga.	1011	Odom Jr., Grover C.	Gibson, N.C.	1571	Dillon, Delphin D.	El Paso, Texas
376	Halstead, Richard C.	Shepherdsville, Ky.	1035	Johnson, Frank H.	Trilby, Fla.	1813	Harwell, Timothy M.	Yacaipa, Calif.
376	Sturgill, George M.	Shepherdsville, Ky.	1053	McClure, Perry H.	Daphne, Ala.	1814	Birch, Ronald	Waterloo, S.C.
421	Humphrey, Clifford G.	New Castle, Pa.	1053	Mizelle, Henry A.	Selma, Ala.	1928	Tongret, Irvin S.	Uhrichsville, Ohio
465	Kintner, Dennis I.	Gillette, Wyo.	1075	Walls, Jeffrey, L.	Carleton, Mich.	1929	Childress, Jimmy L.	Fayetteville, Tenn.
471	True, Robert B.	Beavercreek, Ore.	1137	Brunette, Terry J.	Moorhead, Minn.	1948	Harmocy, John D.	New Waterford, Ohio
490	Broshears, Rodney V.	Haubstadt, Ind.	1137	Debritto, Frank L.	Moorhead, Minn.	1949	Nerone, Armand G.	Akron, Ohio
498	McLaughlin, Edward D.	Bethlehem, Pa.	1138	Roettger Jr., Ralph	Cashiers, N.C.	1957	Simmons, Marscine E.	Silsbee, Texas
533	Eble Jr., George	Osawatomie, Kan.	1168	Brian, Russell E.	Clovis, N.M.	1973	Hendrix, Dana C.	Johnson City, Tenn.
590	Cole, Bruce C.	Sebring, Fla.	1227	Dodd, Earl L.	El Reno, Okla.	1977	Headland, Arland L.	Mattawa, Wash.

Local 1299, Chicago, Ill.

LCA Illinois Central Local Chairperson **Todd W. Larson**, 49, lost his battle with cancer July 12. A member of Local 1299 in Chicago since March 2008, Larson held various positions with the local including local legislative representative and local alternate legislative representative.

“Todd did an excellent job representing our membership in Chicago, and his contributions to the labor movement are invaluable,” said General Chairperson **Adren Craw-**

ford. “We are saddened by the news of his passing and send our deepest condolences to his family. He will be greatly missed.”

Larson is survived by his wife Christine Larson; daughters Meagan (Nathan) Dulny and Krystal Larson; mother Rita Larson; and grandchildren Zoe and Chloe Dulny. He was preceded in death by his father, Terry Larson.

In lieu of flowers, the family asks that a memorial donation be made to the charity of your choice.

Local 138, Lima, Ohio

Rowland “Wayne” D. Deal, of Lima, Ohio, a former state legislative director for the United Transportation Union and a naval veteran, died July 18. He was 85.

He started his career with the B & O Railroad as a brakeman in 1954, served during the Korean War and increased his union involvement in the union, becoming a local chairperson, then leading the Ohio Legislative Board.

Lauded by two governors, he was a finalist for the NTSB chairmanship and retired in February 1992.



Deal

Local 394, Albany, N.Y.

Thomas H. Cannon, 71, who served as a local and general chairperson for the United Transportation Union, passed away June 11.

He hired on with the Delaware and Hudson Railway after serving in Vietnam, and later joined Penn Central Railroad in 1968.

Cannon’s experience on the Albany-Boston run as an engineer, his 18 years as a local chairperson and more than seven years as a general chairperson provided his fellow members with tremendous guidance before he retired in March 2010.



Cannon

Alumni member Sigler stays active with letter, meetings after retirement

Terry Sigler, a retired member of Local 286 who served as board secretary on the Nebraska State Legislative Board for nearly two decades and as the local's legislative representative, still stays involved by fighting for the cause of rail workers.

The SMART TD Alumni Association member pulled the pin in November 2011, yet remains committed to the TD cause by being active in other ways – he organized a workers' summit for rail workers from various unions in April in North Platte, Neb., that was attended by more than 100 members and another at the beginning of this month.

He also recently had a letter to the editor published in the North Platte Telegraph on

June 28 taking a U.S. senator to task over her stance on rail safety.

"Labor organizations, including SMART TD, which represents train and engine operating employees, (have) reviewed this bill with their legal teams and (have) concluded that the legislation Fischer introduced is faulty," Sigler wrote.

Later in the letter, Sigler urged Fischer to support S. 2360 – the Safe Freight Act requiring two-person crews on trains, but said he didn't hold out much hope that she would.



Sigler

"Unfortunately, she listens primarily to railroad executives while avoiding constituent rail workers or even sitting down with rail workers and having a serious discussion about worker and public safety issues," Sigler wrote. "Rail workers in North Platte extend an open invitation for Fischer to come and spend some time with rail workers, their families and community leaders concerning rail safety issues."

Sigler proves you can even continue to fight for a safer working environment for your union brothers and sisters well into your retirement.

State Watch continued...

Minnesota



The Minnesota State Legislative Board has released a pair of endorsements supporting candidates in two key statewide races in the Nov. 6 midterm election. In June, the board announced its support for the campaign of U.S. Rep. Tim Walz (above, in center) for governor.

"Tim Walz is a friend of railroad labor and our retirees," Minnesota State Legislative Director **Phillip Qualy** said. "As our next governor, Tim Walz's common-sense values, pragmatism and enthusiasm will serve Minnesotans well."

Also endorsed in July by the Minnesota SLB was Angie Craig, center, at right, a Democrat seeking to unseat incumbent U.S. Rep. Jason Craig in the state's Second District.



Maryland



From left, Gerald Jackson, secretary-treasurer of the Maryland State & District of Columbia AFL-CIO, SMART TD Maryland State Legislative Director Larry Kasecamp and Donna Edwards, president of the Maryland State & District of Columbia AFL-CIO pose at the June 15 awards dinner.

Maryland State Legislative Director **Larry Kasecamp** received a Leadership Award at the Maryland State & District of Columbia, AFL-CIO's annual "Salute to Leadership" awards dinner.

"He knows how to navigate the Legislature and is a very effective representative for his organization and the labor movement," said AFL-CIO President Donna Edwards. "Larry is very respected, not only by our labor family, but by all the elected legislators, regardless of party."

Texas



U.S. Rep. Louie Gohmert of Texas' 1st District, left, a co-sponsor of H.R. 233, the Safe Freight Act, meets with General Chairperson Steve Simpson. The two-person crew bill had 117 co-sponsors as of Aug. 1.

Georgia



U.S. Rep. Earl J. "Buddy" Carter (R - Dist. 1), center, took time to meet members of the Georgia Legislative Board in his office in June to discuss safety matters, including two-person crew legislation.

Nebraska

State Legislative Director **Bob Borgeson** encourages members of Nebraska locals to participate in Labor Day events Sept. 2 and 3 in Omaha.

On Sunday, Sept. 2, dinner and speakers will commence 5:30 p.m. at the SMART Union Hall, 3333 S. 24th St., where parade shirts will be distributed.

Monday will continue the two-decade-plus tradition of TD members marching in the Omaha parade. Lineup is at 9 a.m. at a location to be determined. For more information, email Borgeson at smartdirector@cox.net.

Take a shot to get in the calendar!

We're looking for photo submissions from SMART TD members and alumni of buses, light rail, planes or trains for the 2019 alumni calendar.

Email your high-resolution horizontal photos to news_TD@smart-union.org or mail hard copies to the TD's office along with details about what's going on in the photo. If your pic is picked, you get copies of the alumni calendar to share.

The deadline is Sept. 28!

When taking photos, be sure to observe all rules and regulations regarding photography on your property.



YOUR DOLLAR AT WORK

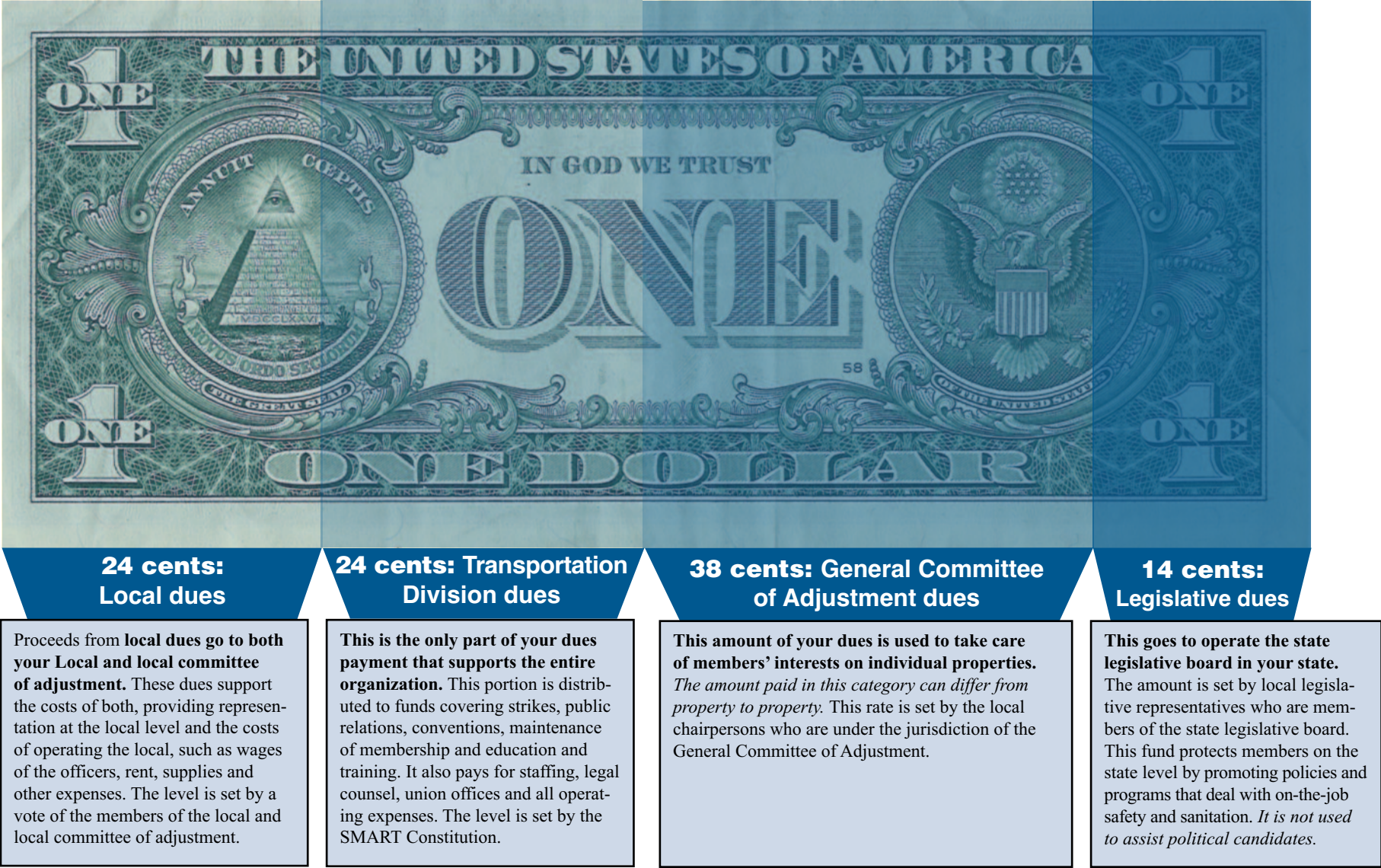
Ever wonder how the money contributed to your union dues is divided? This breakdown shows you where every dollar goes to protect you ...

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TD-friendly legislators honored by Washington State Legislative Board at Seattle Regional Meeting

Continued from Page 5

lem,” Kuderer said. “I think what we need to do is to fight fire with fire. The Freedom Foundation is not going to give up. The Koch brothers aren’t going to give up. Big money interests, they’re not going to give up. But we have something more than they have – we have numbers, we have people, and we need to communicate the message of the unions more effectively to people to make them understand why it’s important to be a part of it.

“Just know that here in Washington, we’re going to do what we can to continue to protect unions and working families,” she said.

State Sen. Steve Hobbs (D – Dist. 44) received the Washington State Legislative Board’s 2018 Senator of the Year award for support of rail labor and working to lead the state’s Transportation Committee.

“If you don’t remember about the people – the people that drive the buses, the people that are on the rail cars, the people that fly the planes – then you’ve missed the point about transportation,” Hobbs said. “Because transportation is not just about getting people from point A to point B or getting your product from point A to point B, it’s about connecting people, building relationships.”

State Rep. Mike Sells (D – Dist. 38) was given a Golden Lantern award as the 2018 Representative of the Year. Sells leads the Washington State House Labor and Workplace Standards Committee and has sponsored or co-sponsored “every piece of legislation that we’ve introduced on rail safety,” Krohn said.

Three state senators also were recognized for their advocacy and full support of TD legislation.

State Sens. Marilyn Chase (D – Dist. 32), Mark Miloscia (R – Dist. 30) and Hans Zeiger (D – Dist. 25) all were given awards for voting for 100 percent of TD safety legislation and for their 100 percent sponsorship or co-sponsorship records for all TD-supported legislation over the past six years.

In addition to Krohn, Assistant State Legislative Director **Steve Mazulo** of Local 855 and **Darren Volland**, legislative representative of Local 426, served as the host local committee for the meeting at the Westin Hotel.



Miloscia



Chase



Washington state Rep. Mike Sells accepts a Golden Lantern award at the Seattle Regional Meeting.

Let us know: What’s news to you?

All members and officers are invited to submit items to the SMART TD News. Whether it’s an item from your local, the latest legislative success, a fundraiser or charity effort or just a great story about a brother or sister, we are here to get the word out. Email your items to news_TD@smart-union.org and we’ll be in touch!

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Photo of the month

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.



Steve White, secretary and treasurer and legislative representative of Local 1814, was in Colbert, Ga., in May when he got this shot of a caboose along CSX's Abbeville Subdivision between Abbeville, S.C., and Atlanta. White also is a UTUIA field supervisor.

Alaska's White Pass & Yukon tourist RR has new ownership

In a joint venture, Alaska's White Pass and Yukon Route Railroad (WP&Y) was sold to Survey Point Holdings (majority owners) and Carnival/Holland America (minority owners). The deal was finalized July 31.

"Both companies have experience operating in Southeast Alaska, specifically in port operations and tourism, which dovetails nicely with our MO," White Pass Local Chairperson **Chris Williams** said. "Suffice to say, we are cautiously optimistic."

Begun in 1898, the WP&Y today caters to the tourist trade. The narrow-gauge railroad operates on



The White Pass & Yukon Route Railroad that runs from Skagway, Alaska, to Carcross, Yukon, was sold in late July for \$290 million.

the first 67.5 miles (Skagway, Alaska to Carcross, Yukon) of the original 110-mile line. The operation is designated as an International Historic Civil Engi-

neering Landmark. SMART TD Local 1626 represents train and engine service workers employed by the WP&Y.

SOFA update says severe switching injuries up in 2017 over 2016's total

The Switching Operations Fatality Analysis (SOFA) Working Group has issued its latest updates on switching fatalities and severe injuries for the entirety of 2017 and for the first few months of 2018.

According to SOFA, there were three switching-related fatalities and nine amputations as a result of switching accidents in 2017. There were 68 "severe injuries," which SOFA defines as potentially life-threatening; having a high likelihood of permanent loss of function, permanent occupational limitation or other permanent disability; likely to result in significant work restrictions and resulting from a high-energy impact to the human body.

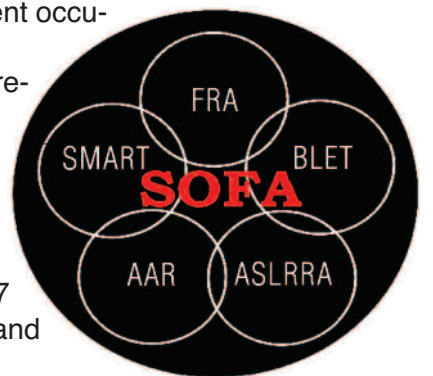
The number of severe injuries and amputations in 2017 exceeded 2016's totals of 47 and seven, respectively.

SOFA reported that train accident reports increased to 1,686 in 2017 over the 1,671 in 2016. However, SOFA said that human factor accidents decreased to 639 in 2017 from the 643 reported in 2016.

In the first quarter of 2018, SOFA said there were two amputations, 20 severe injuries and no switching fatalities. SOFA reported that there have been 416 train accidents and 154 human factor accidents thus far in 2018.

A monthly report for May 2018 reported six severe injuries to railroad workers during the month, including one amputation that occurred in Missouri when a worker was trying to cross on a moving car and fell from it at an industrial location.

SOFA Working Group is a voluntary, nonregulatory railroad safety partnership consisting of representatives from SMART Transportation Division, the Brotherhood of Locomotive Engineers and Trainmen (BLET), Federal Railroad Administration (FRA), Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA) that has a goal of zero switching fatalities achieved through education and nonpunitive interactions.



Rail Retirement appears to be solvent until 2047

Continued from Page 6

remaining level thereafter.

■ **Scenario 2** (moderate): Average railroad employment starts at 223,000, with passenger rail employment steady at 48,000 with a constant annual decline in freight rail employment of 2 percent for 25 years, at a reducing rate over the next 25 years, and remaining level thereafter.

■ **Scenario 3** (pessimistic): Average railroad employment starts at 223,000, with a decline of 500 workers per year in passenger rail employment until it stabilizes at 40,000; freight employment would decline at a constant annual rate of 3.5 percent for 25 years, then at a reducing rate over the next 25 years and remain level thereafter.

Only in the third scenario, with the loss of 122,000 workers over the 29 years that elapse, did the railroad retirement system run into cash troubles in 2047.

Held constant in the review were variables such as earnings (3.6 percent), cost-of-living increases (2.6 percent) and investment returns (7 percent). Also kept constant were non-economic factors such as mortality, disability, retirements and withdrawal.

The full report is available at <https://smart-union.org/wp-content/uploads/2018/06/RRB-27th-Actuarial-Valuation.pdf>.



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