



Transportation Division News

Volume 51 • Number 1 • April 2019

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

Rolling ahead on two-person crews

National legislation endorsed by TD as well as BLET is introduced in House

Both SMART Transportation Division and the Brotherhood of Locomotive Engineers and Trainmen have pledged their joint support for the Safe Freight Act legislation introduced in March by U.S. Rep. Don Young (R – Alaska).

The Safe Freight Act (H.R. 1748) requires that two certified crewmembers

Continued on Page 3



Your help is needed!

At the time of publication, there were 30 cosponsors for H.R.1748— The Safe Freight Act.

Contact your congressional representatives through the **SMART TD Legislative Action Center (LAC)** to tell them to DO THEIR JOBS and PROTECT AMERICAN WORKERS.

Using the LAC online is quick and easy: Just visit the SMART TD website at www.smart-union.org/td and click on the Legislative Action Center (LAC) button under “Important Links.”

Date, site have been set for TD Convention

The quinquennial convention of the International Association of Sheet Metal, Air, Rail and Transportation Workers — Transportation Division will convene Sunday, Aug. 11, 2019, at the Mirage Hotel, 3400 S. Las Vegas Blvd., Las Vegas, NV 89109.

Transportation Division officers will be elected at the convention, which will stay in session until the elections are completed.

On Monday, Aug. 12, 2019, immediately after the TD Convention, the SMART General Convention will convene at the same location.

Regarding eligibility to send delegates, SMART General Secretary-Treasurer **Rich McClees** reminds local unions or councils that, in accordance with the SMART Constitution [Article Seven (7), Section 3(f)], all dues, fees and obligations through and including May 2019 must

Continued on Page 9

Big victory in Colorado with signing of 2PC bill into law

On March 21, Colorado Gov. Jared Polis signed legislation into law that requires that all freight trains in the state are operated by a crew of at least two individuals.

The signing of H.B. 1034 caps a massive effort by SMART Transportation Division members that spanned years in the face of carrier opposition.

“It was a long haul and took a lot of time and energy on the part of many, many people,” Colorado State Legislative Director **Carl Smith** said. “Our concerted efforts did pay off, and it will ensure that the state’s railways stay safe with two crewmembers in each freight train’s cab.”

Smith and the Colorado State Leg-



Colorado Gov. Jared Polis signs H.B. 1034 on March 21; the law makes two-person freight crews required on the state’s rails. Colorado is the fifth state with a statute or regulation requiring two individuals in a locomotive cab. SMART TD Colorado State Legislative Director Carl Smith is third from the left.

islative Board had an earlier two-person crew bill die in the state Senate in 2016, but tenaciously renewed their efforts early this year by gathering a broad group of supporters that included members from the six TD locals in the state, retirees, Sheet Metal mem-

bers, the Colorado AFL-CIO, Colorado Professional Firefighters, Conservation Colorado and American Federation of Teachers.

H.B. 1034 was first introduced by state Reps. Tom Sullivan and Daneya

Continued on Page 3



The Mirage Hotel in Las Vegas, Nev., will host the SMART TD Convention on Aug. 11. The SMART General Convention will convene at the same site the day after.

Inside this issue of the SMART TD News

- **AROUND SMART TD:** Local 60’s legislative representative nominated to N.J. Transit’s board, **Page 2.**
- **REGIONAL MEETING:** Details and registration information about June 30-July 3 event in San Diego, **Pages 6-7.**
- **LEADERS’ COLUMNS:** Messages from General President Joseph Sellers and TD President John Previsich, **Pages 4, 5.**
- **LONGEVITY REPORT:** Railroad Retirement Board issues findings on life after pulling the pin, **Page 9.**
- **STATE WATCH:** Legislative boards recognize PAC contributors, **Page 5.**
- **RULING:** NTSB issues probable cause in 2017 accident that killed two CSX workers, **Page 11.**

Around the SMART TD

VP David Wier retires; John Whitaker fills vacancy

John D. Whitaker III has been elevated to vice president from alternate vice president after Vice President **David B. Wier** retired March 31.

Whitaker's railroad career began in 1997 when he hired out as a conductor with CSX Transportation. In 2002, he was certified as an engineer. In that same year, Whitaker decided to take a more active role in his local and was elected to the position of



Whitaker

local chairperson for engineers for Local 1106 in Rocky Mount, N.C.

After gaining four years of experience as local chairperson, he ran for the office of vice general chairperson for CSX General Committee of Adjust-



Wier

ment GO-851 and was elected effective January 2006. Whitaker maintained that position through March 2011, at which time he was elected general chairperson for GO-851. In October

Continued on Page 3

Local 48, Norfolk, Va.



Member **L.J. Batten**, center, received his 50-year union pin from Virginia State Legislative Director **Ronnie Hobbs**, left, and Local Chairperson **Dan Garcia**. Batten joined our union in August 1968 and has been an active member ever since.

The SMART TD union pin program is resuming, and continued eligibility for retirees is contingent upon staying with the union by being a dues-paying member of the SMART Transportation Division Alumni Association. More information about the association can be found on Page 8.

Local 1596, Charlotte, N.C.

Maintenance employees of Local 1596 who work for Transit Management of Charlotte Inc. ratified a three-year contract that secures them an 8% raise during that time as well as several other benefits, reports General Chairperson **Craig Patch** (GCA – TMM).

"Alternate Vice President **Alvy Hughes**, as well as the SMART legal team, were instrumental in sealing this deal," Patch said. "It was a long six-month negotiation."

Local 1168, Clovis, N.M.



Legislative Representative **Jeremy Klein**, right, presents a handcrafted knife to raffle winner **Windsor Lacewell**. The December drawing helped to boost contributions to the union's PAC, with the top prize being the knife made by member **Daniel Gallegos**.

GO-769 (Amtrak)

Rick Pauli is the new general chairperson of GO-769 (Amtrak) after the March 1 retirement of long-time General Chairperson **Dirk Sampson**.

Sampson, a member of Local 117 (Vancouver, Wash.), joined the union in September 1977 and served as local chairperson of LCA 769Z from March 1999 to September 2011.



Sampson

He joined the SMART Transportation Division Board of Appeals in May 2008, and then had stints in 2011 as vice chairperson and acting chairperson of GO-769 before becoming general chairperson in October 2011.



Pauli

Sampson is succeeded by Pauli, of Local 816 (Harrisburg, Pa.), who had been GO-769's vice chairperson and secretary.

SMART TD wishes Sampson well in his retirement and Pauli the best in his new position.

Local 1892, Houston, Texas



Vice Local Chairperson and SMART Army member **Nick Stone** received the Employee-of-the-Month award for February at the Englewood Yard.

Local 60 legislative rep. is nominated to the NJT board

David Rasmussen, legislative representative for SMART Transportation Division Local 60 (Newark, N.J.), has been nominated as the rail labor representative on the New Jersey Transit (NJT) board by Gov. Phil Murphy.

"A strong N.J. Transit Board is critical to ensuring a leadership team whose sole focus is on restoring safety, reliability, and accountability to commuters," Murphy said in a March news release. "I thank the Legislature, the labor community, and our colleagues in transportation for their input, and I look forward to working with the new board members."



Rasmussen

Rasmussen has been Local 60's legislative representative since late 2015, and the 53-year-old from Woodbridge, N.J., has been a member of SMART TD since October 1989. He was among seven nominees to the board awaiting confirmation by the state's Senate at press time.

"I feel I will be an asset to the board as I will bring my nearly 30 years' experience as a conductor at NJT. Through my career I've worked at nearly every terminal and at yard facilities within NJT. I have also worked all types of services that govern our responsibilities," Rasmussen said. "I feel this will serve the board well, as the other members can lean on me and my experience to identify best possible solutions to resolve any problem, issues or changes the board may be considering."

The addition of the new members was part of a restructuring of NJT, which is dealing with financial pressures and a shortage of engineers. The overhaul in late December was a win for the N.J. State Legislative Board.

"This piece of legislation adds the largest rail union (SMART TD) to the Board of Directors at NJT. We advocated for this for two years," New Jersey State Legislative Director **Ron Sabol** said at the time of the bill's signing. "This was a huge undertaking by our office, and it has paid off."

As a result, five new positions were created on NJT's board, bringing it to 13 members. The number of labor representatives went to two — one to be appointed from the labor organization that represents a plurality of bus operations workers and one from the labor organization that represents a plurality of rail operations workers, which is SMART TD.

NJT also will employ a chief ethics officer to address whistleblower complaints and a customer advocate who reports about on-time performance and other customer-centered activities.

The board will have to hold at least 10 public meetings annually with many at times so commuters can attend.

A residency requirement also is waived for certain employees.

RR technology event report form online

To better understand and evaluate the use of certain technologies implemented by carriers, SMART Transportation Division is seeking information regarding the operation of the technologies such as Positive Train Control, Trip Optimizer/Leader and others.

In order for our organization to formulate a plan to protect members and the general public and to ensure the safety of the nation's infrastructure, we are asking members to provide information when incidents or events occur that involve these technologies.

TD Vice President **John England**, who oversees the National Safety Team, commented: "These reports give us the ability to track issues and trends with the technologies that affect us every day. It will be a useful tool to help monitor and improve issues related to the impact of technology on our members."

On the right side of the main page of the SMART Transportation Division website, an electronic form for members to report a railroad technology event is linked via the box labeled "Railroad Technology Event Report."

Reports submitted through this form go to union safety leadership. These reports are not a substitute for filling out a report to a carrier or to the Federal Railroad Administration (FRA) when a railroad technology event occurs.

LEADERSHIP MESSAGES	NATIONAL RAIL CONTRACT
FURLOUGH FAQS	RAILROAD TECHNOLOGY EVENT REPORT
REGISTER TO VOTE & ABSENTEE BALLOT	
SMART TD DIRECTORY	

Access to the Railroad Technology Event Report form is gained near the bottom of the link list on the right side of the SMART TD website (link is highlighted in the picture above).

Victory in Colorado with 2PC bill being signed into law by the state's governor

Continued from Page 1

Esgar on Jan. 4, passed committee and was approved, 39-23, on Feb. 5 by the full House. State Sen. Jessie Danielson was the bill's prime sponsor in the Senate, where it passed, 19-15, on Feb. 25 after amendment. The House passed the amended bill again March 4 by an identical 39-23 vote, putting the bill on Polis' desk.

"Without these legislators' understanding of the importance of this issue to the safety of our state's railways, this would not have been possible," Smith said.

Also helping the cause was strong public recognition by Colorado residents and legislators that train crew size is a safety-oriented issue.

On Jan. 9, the Colorado State Legislative Board released the results of a survey that showed strong support among Coloradans for a law requiring two-person crews. The survey, conducted Jan. 2 – Jan. 5, asked 550 random Colorado residents older than 18, using both cell phones and landlines, about issues centered around railroad safety. The results showed that 77 percent of Coloradans said that, given the chance, they

Colorado joins Arizona, California, West Virginia and Wisconsin as states that have legislation requiring two people to operate freight trains.

would vote in favor of a two-person crew law.

A website (www.corail-safe.com) established by the state legislative board and a coalition of SMART members and members of other unions also assisted in spreading understanding about the importance of the two-person legislation in Colorado, which joins Arizona, California, West Virginia and Wisconsin as states that have legislation requiring two people to operate freight trains.

"I am very pleased that Colorado has adopted this sensible requirement," SMART Transportation Division National Legislative Director **John Risch** said. "This is a matter of public safety, plain and simple. Freight railroad operations are complex and often entail the transport of highly hazardous materials; two crew members are vital to ensuring that these trains are operated safely and that our communities are secure."

The Colorado law takes effect July 1.

Around the SMART TD continued...

Local 303, Springfield, Mo.

Robert Peterson, a BNSF conductor out of Local 303 (Springfield, Mo.), questioned the cost and need for freight railroads to push into automated technology in an opinion piece that was published on the Railway Age website.

Class I freight carriers are thriving with booming profits and record operating ratios, Peterson argues, and are doing so with two people in the cab and by supporting the efforts of crews with newly developed advances in technology.

In addition, he writes, Federal Railroad Administration data shows that the industry as a whole is going through a period of decline in accident rates.

"This data implies an improved safety trend is due in part to current operating



Peterson

rules that utilize two-person train crews and technological safety advances in train operations," he writes.

And, while the fully autonomous Rio Tinto AutoHaul operation in Western Australia has drawn headlines, it cost the company upwards of \$900 million, Peterson

writes, and this kind of operation may not even be economically feasible in the United States with the differences in terrain, the 140,000 miles of Class I trackage and other considerations, including the type of materials hauled on the U.S. railway system.

"Is the American public ready to gamble lives on a computer-run vs. human-run freight train?" Peterson concluded.

Whitaker is new vice president with Wier's retirement

Continued from Page 2

2013, Whitaker was appointed as an alternate to the executive board and was elected at the 2014 convention to another term. In December 2014, he was elevated to alternate vice president. He also served on the board of the SMART TD Association of General Chairpersons (Dist. 1).

SMART TD welcomes Whitaker to his new position and looks forward to working with him in this capacity.

Wier began his railroad career in 1974 as a trainman for TRRA of St. Louis. He

later became an engineer.

A member of Local 469 in Granite City, Ill., Wier was elected three times by acclamation as general chairperson of GO-919. As general chairperson, he successfully negotiated yard trip rates on the TRRA and led the UTU in two successful representation elections on the TRRA of St. Louis and Manufacturers Railway.

In 2003, Wier was elected to the position of first alternate vice president east. At the 2007, 2011 and 2014 conventions, he was elected to the position of vice presi-

dent. Wier has also served on the board of directors since 2009 and on the SMART General Executive Council.

He is most well known for his dedication in successfully negotiating more than 50 agreements, many which have been designed to bridge the gap between pre- and post-85 members.

Some of the final contracts he helped negotiate appear on Page 10.

SMART TD thanks Wier for his service to the union and wishes him a long, happy and healthy retirement.

SMART TD and BLET endorse national two-person crew legislation introduced in the U.S. House

Continued from Page 1

operate freight trains on U.S. rails.

"SMART Transportation Division has been working tirelessly to promote safety in the railroad industry, and there is no doubt that the only safe rail operation is one that includes at a minimum a certified conductor and a certified locomotive engineer," SMART TD President **John Previsich** said. "A clear message must be sent to our lawmakers and to the gen-

eral public that multi-person crews are essential to ensuring the safest rail operations possible in their communities. I would like to thank Congressman Young for his leadership on this critical issue as we continue to improve safety on our nation's railroads for both our members and for the general public."

"This is necessary safety legislation to protect railroad workers and the American public," BLET National President Dennis R. Pierce said. "While the railroad industry

talks of one-person train crews and even autonomous trains, the 2013 tragedy of Lac-Mégantic is justification enough that we need two sets of eyes and ears in the locomotive cab."

Recent well-publicized rail accidents in other nations involving trains with one or no crew members show how smaller crews increase the risk of catastrophe in railroad accidents.

In September 2018, an autonomous runaway TasRail train reached speeds of 31

mph before it derailed in the Tasmanian city of Devonport, injuring two people. The train had become unresponsive to remote control commands, including the train's emergency stop feature.

On Nov. 5, 2018, a runaway BHP ore train of 268 cars with no one aboard reached speeds of 62 mph before it was forcibly derailed in Western Australia. The approximately 1.9-mile-long train loaded with iron ore was operated by a lone crew member who had left the lo-

comotive to inspect an issue with the brakes.

And finally, an oil train with a single-person crew in Lac-Mégantic, Quebec, Canada, rolled into the center of the town July 6, 2013, after its brakes disengaged. The resulting derailment touched off an inferno and killed 47.

In the United States, labor unions and others concerned with safety on the United States' 140,000 miles of rail are seeking to prevent such events from happening.

SMART GENERAL PRESIDENT'S COLUMN

SMART Army members engage in community action

April is our SMART Month of Community Action. Across the United States, locals, general committees and legislative boards host events that will continue to show the value we bring to our local communities.

In each of these events, members are simply being good neighbors, working for the common good via the many types of community action we support and are involved in year-after-year. Some examples are of members repairing veterans' homes in New York; raising funds for at-risk youth in New Jersey; renovating an animal shelter in Louisiana and dozens more.

These events pay off when we show our presence locally in the cities and towns we live in and where we develop grassroots support for area initiatives that benefit our members.



By Joseph Sellers Jr.

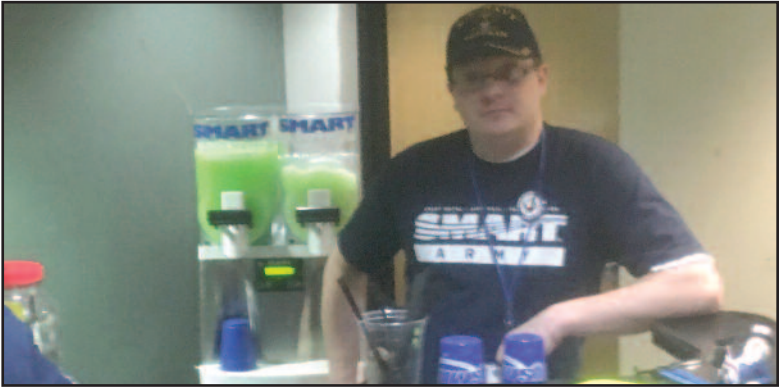
Initiatives that benefit from the visibility created by this type of work include rail and transit safety legislation like those currently making their way through many states. Some safety legislation may not get passed in the state legislature or will be vetoed, but we must continue our efforts. The safety of our brothers and sisters, passengers and the communities we transport through depend on it. Elected officials change, and so does the Legislature, such as in Colorado, where a two-person crew bill made its way in front of a new pro-labor governor who signed it into law

in a major victory for us. Its first hearing was in January and it proceeded quickly to become a state law, in contrast to a bill in 2016 that did not even make it out of the Colorado Senate.

Similar bills also have been introduced in Maryland, Illinois, Ohio, Georgia and other states.

Nationally, a transit safety bill, introduced in the U.S. House on Feb. 11, intends to ensure bus and commuter rail operators and workers receive the protection they deserve during their daily interactions with the traveling public.

These are a few examples of common-sense safety legislation that will have a dramatic effect in protecting SMART members across the nation. The connections we make in those places also heighten the potency of our efforts as we build



Last April and throughout the year, Transportation Division members took part in events to improve their communities and increase our union's visibility to the public. Here, Brad Slaughter of Local 303 (Springfield, Mo.), tends a booth at the Dem Days of the Ozarks event.

grassroots support in the neighborhoods where we live.

Thank you for your support and efforts, and I look forward to affecting change in making our nation safer for our freight and transit crews and for the communities we pass through each day. Join the SMART Army throughout the year. Be safe!

You can sign up for

updates from the SMART Army, and learn about local events near you by texting the word SMART to 21333. (Message and data rates may apply.)

Fraternally,

Joseph Sellers, Jr.
SMART General President

Bus Department News

A message from your Bus Department leadership



To each and every member and to all our staff at every location throughout the nation:

We all work together to keep our SMART union doing well and growing strong for our futures. We hope and pray for successes this year for each and every one of us, and 2019 brings lots of challenges in front of us.

As 2018 ended, it brought elections for all our local committees of adjustment where officers were re-elected and newly elected officers took their positions January 1. Looking back on the year, our Bus Department worked very hard and got two new properties added to our organization — everything has been put in place at Local 1909 in Gardena, Calif. (First Student), and the local is functioning very well. At the Anaheim, Calif., Coach USA property, we are on the last steps to get a new local



Reddy

established. Between these two locals, almost 500 new members have been added.

This year we will have a busy summer. Although there is only one regional meeting from July 1 to 3 in San Diego, Calif., in August, we will have our convention in Las Vegas, Nev.

For our bus and transit operators, we have been working very hard around the clock this year to get some help in the prevention of operator assault. Our National Legislative Department has been working to get congressional support for the transit and bus operator protection bill (H.R. 1139), and it will help if you contact your legislators and let them know that they should support the bill.

We are working with all local and general committees to make sure we give our best represen-

tation to each and every member. Our membership is our union, we should never forget that. We are working to keep our membership 100 percent engaged at every local.

Our membership knows how important the union is. Representing you and negotiating contracts that are better than the last one are just the start. We also continue to work on other unfinished business such as sleep apnea, drug testing methods, citations on commercial driver's licenses and much, much more.

To all our membership — at the end of the day, please do all you can to be safe and keep others safe. Use your common sense whenever you have an issue so that you walk away safe.

GOD BLESS AMERICA.

Adhi Reddy
SMART TD Bus Vice President

NEWS IN BRIEF

Amtrak issues its annual on-time report card

National passenger carrier Amtrak released its 2018 Host Railroad Report Card, which grades six of the Class I freight host railroads based on delays caused to Amtrak trains over the last 12 months.

The grades ranged from A to F, with Canadian Pacific being the lone recipient of an "A."

Norfolk Southern received an "F."

All told, Amtrak averaged the overall performance of the Class I host railroads at a "C."

Eleven of 28 Amtrak state-hosted routes achieved 80 percent on-time performance (within 15 minutes of scheduled departure), according to the report card.

Conversely, only one of the 15 long-distance routes, the "Auto Train," had on-time performance of more than 70 percent, Amtrak said.

The complete report can be found on SMART TD's website, search "Amtrak report card."



SHEET METAL | AIR | RAIL | TRANSPORTATION

SMART

TRANSPORTATION DIVISION

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

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

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

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

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

APRIL 2019
ISSN 2470-0304

SMART Transportation Division News (ISSN 2470-0304) is published seven times per year in the months of February, September, October and November with combined issues in the months of April/May, June/July and December/January by SMART Transportation Division, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333. Periodicals postage paid at Cleveland, Ohio, and additional mailing office. POSTMASTER: Send address changes to: SMART Transportation Division News, 24950 COUNTRY CLUB BLVD., SUITE 340, NORTH OLMSTED, OH 44077-5333 • John Previsich, SMART Transportation Division President.



SMART TD PRESIDENT'S COLUMN

Fundamental democratic principles will be on display

This year brings into sharp focus the basic democratic principles of our union process, with elections at both the General Committee and National Transportation Division levels.

The preceding fall, our members voted to elect chairpersons and officers for their Local Committees of Adjustment. In 2019, those recently elected local chairpersons have been participating in constitutionally mandated quadrennial meetings of their respective General Committees of Adjustment. The purpose of the quadrennial meeting is to reorganize the committee, elect officers and amend bylaws as necessary so that effective representation is secured for members at a reasonable cost.

All members of SMART TD



By John Previsich

work under the jurisdiction of a General Committee, and the business conducted at these meetings touches all of us.

Additionally, the 2018 elections called for each member to cast ballots for the selection of their Local Delegate. These newly elected SMART TD delegates will convene at the SMART Transportation Division and General Conventions that will occur at the Mirage Hotel in Las Vegas, Nev., in August.

The delegates' first order of business will be to elect the national officers of the

SMART Transportation Division for a new five-year term on Aug. 11. Thereafter, the TD delegates will join the rest of the SMART delegates, including additional delegates elected from the Transportation Division, to conduct the business of our great union. TD officers elected in August will assume office Oct. 1, 2019.

Due to the convention, there is just one Regional Meeting this year. It will take place at the Hilton Bayfront Hotel in San Diego on July 1-3. (More details are available on succeeding pages). I hope to see all of you there. I am looking forward to meeting all in attendance and to discuss with you your thoughts and ideas about the future governance of our union.

Your input is important

Due to the convention, there is a single Regional Meeting scheduled for 2019. That meeting will take place at the Hilton Bayfront Hotel in San Diego on July 1-3, and I hope to see all of you there. I am looking forward to meeting all in attendance and to discuss with you your thoughts and ideas about the future governance of our union.

because later this year we will once again begin the national negotiating process for our thousands of rail members. In addition, we will be developing strategies for the handling of all negotiations, including those that affect our members in the Bus Department.

In closing, I want to convey my personal appreciation to all those who continue to support and be active in our union.

Your contributions and involvement are recognized and appreciated, and that continued involvement is critical to our ongoing success

in the face of the current challenging political climate. With your support, our union will continue to advance the interests of our membership at the negotiating table, in the halls of Congress and, of critical importance, our never-ending commitment to enhance and improve safety in the transportation industry.

In solidarity,

John Previsich
President,
Transportation Division

State Watch

News from SMART TD State Legislative Boards

Georgia

The Georgia State Legislative Board held a contest to see which local member could sign up the most new contributors to SMART TD PAC. Local 1263 (Valdosta, Ga.) Legislative Representative **Patrick Folsom** won the contest and along with it a Grizzly cooler. President **Jacob Gohagen** of Local 1031 (Savannah, Ga.) won second place.

Kansas

Kansas State Legislative Director **Ty Dragoo** announced the winners in his state's political action committee drive. Members who signed up at the Dollar-a-Day level or higher with the union's PAC were entered into a random drawing to win one of 10 Grizzly brand coolers.

The winners were: Vice Local Chairperson **Paul Peterson**, Local 94; **Hunter Lohr**, Local 1532;

Robert Huber, Local 1409; **Michael J. Garcia Jr.**, Local 1532; **Antione Powell**, Local 1532; Local Chairperson **Neil Botts**, Local 774; Assistant State Legislative Director **Chad Henton**, Local 506; GO-457 General Chairperson **Samuel Habjan**, Local 763; **Ryan Barkyoumb**, Local 1532; and **Brett Dowell**, Local 1532.

"I want to thank all of those that

contribute to PAC in Kansas," Dragoo said. "We have made great strides ... and with the continued ongoing support will keep fighting at the statehouse for our interests."

SMART Transportation Division members from both Kansas and Missouri also completed the eight-hour federal Department of Transportation Railworkers' Hazardous

Continued on Page 9

Michigan

Members of the Michigan State Legislative Board recently discussed two-person crews, excessive train lengths and blocked crossing legislation with state officials.

"Gov. Gretchen Whitmer and U.S. Sen. Gary Peters have long been great advocates of working men and women and friends of SMART TD," Michigan State Legislative Director **Jerry Gibson** said. "We are proud to support those that support us, and these two are excellent examples of that; and I look forward to working with them in the near future."

"I also would like to thank our fellow SMART brothers and sisters for their dedication to donating hard-earned funds to our PAC that provides us with the opportunity to



From left, Bill Miller, secretary of the Michigan State Legislative Board; Michigan State Legislative Director Jerry Gibson; Gov. Gretchen Whitmer; Assistant State Legislative Director Doug Cross; and Mike Nuttmann, assistant legislative representative of Local 1709, pose for a photo.

share our concerns and have our voices heard."

Gibson also reports that Michigan Assistant State Legislative Director **Doug Cross** has retired.

"Doug was an outstanding example of a true

union and fraternal brother, always stepping up to assist anyone in need," Gibson said. "We wish Doug and his wife Cyndi long health and enjoyment in his much-deserved retirement."

Nebraska



In this picture from State Legislative Director Bob Borgeson, Nebraska State Sen. Mike McDonnell was caught on the floor of the Legislature proudly advertising for SMART with his choice of coffee mug. Our union helped elect McDonnell, who is a longtime friend to the union cause, a former president of the Omaha Firefighters union and former Omaha fire chief.

Utah

Utah State Legislative Director **Jay Seegmiller** reported that the legislative board has had outstanding success in getting candidates supported by the union into office.

"The SMART TD Utah State Legislative Board endorsed 40 candidates for office in the last eight months," Seegmiller said. "To get our endorsement, candidates needed to support issues that protected SMART TD members' jobs and safety."

Seegmiller said 27 of the 40 candidates — 68% — endorsed by SMART TD won their elections.

"Thanks to all our SMART TD members and their families who stepped up to help our endorsed candidates win their elections," Seegmiller said.

Save the date for SMART TD’s 2019 regional meeting

The 2019 SMART TD regional meeting is scheduled for **July 1 - 3 in San Diego, Calif.** The meeting provides a platform for educational training, leadership growth and a sense of fraternalism and solidarity among members. As in the past, each regional meeting will run for 2.5 days, ending early in the afternoon of the third day. The evening of the first day has been left unscheduled so you, your family and friends will be free to explore and enjoy the many offerings of San Diego. Regional meeting registration and hotel information, as well as links to make hotel reservations online, can be accessed by visiting www.smart-union.org/td and clicking on the “Regional Meeting” box on the right side of the page. All those attending the regional meetings must be registered

in order to attend any planned social functions. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed on the right of this article, and online registration is available in the “Regional Meeting” section of the SMART TD website. A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds **must be received** at SMART Transportation Division, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by **Monday, June 17** or the registrant will be charged an on-site registration fee of \$200. The pre-registration fee for the 2019 regional

meetings is **\$150 per member, spouse or child over age 11.** Additional fees apply for the tours. You must make your own room reservations, and certain deadlines apply. The \$150 registration fee covers all workshop materials, a welcome reception the night before the meetings, three lunches and the Tuesday night event. Those wishing to attend only the workshops do not need to register. No one-day registrations are offered. You may cancel your meeting registration 10 days prior to the first day of the meeting without penalty. Call the Transportation Division at 216-228-9400 or email btaylor@smart-union.org immediately regarding changes or cancellations.



San Diego, Calif.

Hilton Bayfront Hotel
1 Park Blvd.
San Diego, CA 92101

Rates: \$199 per night for single or double; \$219 per night for triple; \$239 per night for quad. State and local taxes are not included in rates.
Reservation deadline: May 28, 2019
Phone-in reservation: 1-800-HILTONS (1-800-445-8667)
Reservation code: SMART
Parking: \$35 per night for self-park, \$50 per night for valet parking



Transportation Division Regional Meeting registration form

Registering before the regional meetings expedites sign-in procedures, helps organizers plan more accurately and saves on meeting costs. **Each person attending the regional meeting, including family members and guests, MUST be registered in order to attend any event. Please note that these meetings last 2.5 days and conclude on the afternoon of the third day.** Registration fees are \$150 per person; children 11 years of age and under are complimentary. On-site registration is \$200 per person. All fees must be paid in U.S. funds. Registration forms with payment must be received at the Transportation Division by **June 17** for all members, spouses and guests to be considered pre-registered.

Arrival date: _____ Departure date: _____
Transportation type: ☐ Automobile ☐ Air ☐ Other
Member registration
Name _____ Local _____ Title (if any) _____
Home address _____
City/State/ZIP _____
Phone number () _____ Email _____
Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal
Welcome reception: ☐ Sunday (appetizers only)
Tour: ☐ Sunday (\$35/tour per registered member; \$75/tour per unregistered member)

Spouse registration
Spouse name _____ Title (if any) _____
Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal
Welcome reception: ☐ Sunday (appetizers only)
Spouse/guest tour: ☐ Sunday or ☐ Monday (\$35/tour per registered spouse; \$75/tour per unregistered spouse)


Child registration
Child name _____ Age _____
Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal
Child name _____ Age _____
Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal
Child name _____ Age _____
Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal
Welcome reception: ☐ Sunday (appetizers only) No. attending _____
Tour: ☐ Sunday or ☐ Monday (\$35/tour per registered child; \$75/tour per unregistered child) No. attending _____

Guest registration
Guest name _____ Relationship to member _____
Home address _____
City/State/ZIP _____
Meals: Day 1 ☐ Lunch ☐ No meal Any dietary restrictions? _____
Day 2 ☐ Lunch ☐ Dinner ☐ Both ☐ No meals
Day 3 ☐ Lunch ☐ No meal
Welcome reception: ☐ Sunday (appetizers only)
Guest tour: ☐ Sunday or ☐ Monday (\$35/tour per registered guest; \$75/tour per unregistered guest)

Special needs? (Circle appropriate responses): Registrant / spouse / child / guest is:
hearing impaired / visually impaired / in wheelchair / other: _____

Payment options
Check/money order enclosed (U.S. funds only - NO CASH) \$ _____
Credit card ☐ VISA ☐ MasterCard
Card number _____ Exp. date _____ Total charged \$ _____
Signature _____

Should additional space be needed, make copies of this form and attach to the original. Make checks or money orders payable in U.S. funds to “SMART TD Regional Meeting” and mail to SMART TD Regional Meeting, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333. Please do not send cash. When registering online, payment also can be made online. Persons who do not pre-register for the regional meeting but choose to register at the meeting site or after the pre-registration deadlines will be charged an additional \$50. Space on scheduled tours is limited; reservations are accepted on a first-come, first-served basis.



Avis Rent-a-Car offers discounts

The Transportation Division has arranged with Avis Rent-a-Car to offer discounted rates to members attending the 2019 regional meeting. To reserve a car, contact Avis at 800-331-1600 and use SMART’s Avis Worldwide Discount (AWD) number: **D150699**. Members and guests can reserve a car online for the meetings. Visit www.smart-union.org/td and select the “Regional Meetings” link on the right side. Discounts are good for seven days before and after the meetings.



United offers discounted flights

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

- Valid dates: June 24 to July 10
- Location: San Diego, Calif. (SAN)
- Offer code: ZGKV753287
- Z code: ZGKV
- Agreement code: 753287

Members can book their flights by calling **800-426-1122** or visit www.united.com.

Attend the meetings in style!

You can always add some new SMART Transportation Division gear to your wardrobe to show off your union pride. Visit www.smart-union.org/td today and click on “Gear” in the navigation bar to get started. All products are union made and/or American made.



You also can look for American Products’ booth at the regional meeting to see all the gear they have to offer.

Tours being booked for guests

The Transportation Division is arranging two separate tours of local attractions at the San Diego regional meeting. The first tour is scheduled for Sunday, prior to the meetings; the second tour is scheduled on Monday, the first day of the meetings. Tour fees are \$35 per tour for each registered guest, or \$75 per tour for each unregistered guest. Details of the two tours will be announced as they become available and will appear at www.smart-union.org/td. Select the “Regional Meetings” link on the right side of the homepage.

SMART TD Alumni

News and information for our retirees and members of the SMART TD Alumni Association

Are you getting close to retirement? You can get the TD News & other benefits for just \$9 a year! Call 216-228-9400, email kcashin@smart-union.org or visit www.smart-union.org/td/alumni

Railroad Retirement Board issues report on findings of annuitants' longevity

Every three years, the Railroad Retirement Board's chief actuary conducts a study of the longevity of its annuitants, as part of a valuation of future revenues and benefit payments. The following questions and answers summarize the results of the most recent longevity study.

1. What were the study's findings on the life expectancy of retired male railroaders?

The most recent data reflected a continued improvement in longevity. Using data through 2016, the study indicated that, on the average, a male railroader retiring at age 60 can be expected to live another 22.5 years, or 270 months. Studies done three, six and nine years ago indicated life expectancies of 22.4, 21.9 and 21.3 years, respectively, for this category of beneficiary. The study also indicated that a male railroader retiring at age 62 can be expected to live another 20.8 years (approximately 250 months), while the previous three studies indicated life expectancies of 20.7, 20.1 and 19.6 years, respectively. A male railroader retiring at age 65 can be expected to live another 18.3 years (approximately 220 months). The previous studies indicated life expectancies of 18.2, 17.7 and 17.1 years, respectively, for this category of beneficiary.

2. How did these life expectancy figures compare to those of disabled annuitants?

As would be expected, disabled annuitants have a shorter average life expectancy than those who retire based on age. At age 60, a disabled railroader has an average life expectancy of 18 years, or 4.5 years less than a nondisabled male annuitant of the same age. Studies done three, six and nine years ago indicated life expectancies of 17.7, 17.2 and 16.4 years, respectively, for this category of beneficiary. Nonetheless, the difference in life expectancy at age 60 between disabled annuitants and annuitants who retire based on age has remained relatively stable, ranging between 4.5 and 4.9 years.

3. Are women still living longer than men?

In general, women still live longer than men. This is shown both in the Railroad Retirement Board's life expectancy studies of male and female annuitants and by other studies of the general United States population.

For example, at age 60 a retired female railroader is expected on average to live 25.6 years, 3.1 years



longer than a retired male railroader of the same age; and at age 65, a retired female railroader is expected on the average to live 21.1 years, 2.8 years longer than her male counterpart. Spouses and widows age 65 have average life expectancies of 21 years and 19 years, respectively.

4. Can individuals use life expectancy figures to predict how long they will live?

Life expectancy figures are averages for large groups of people. Any particular individual's lifetime may be much longer or shorter than the life expectancy of his or her age and group.

According to the study, from a group of 1,000 retired male employees at age 65, 933 will live at least 5 years, 822 at least 10 years, 658 at least 15 years and 448 at least 20 years. Of female age annuitants at age 65, 578 will be alive 20 years later.

5. Where can I access the Railroad Retirement Board's longevity study?

The entire longevity study is available on the RRB's website, RRB.gov, under the Financial and Reporting tab.

Savannah, Ga., retirees are invited to monthly dinner

The Savannah-area Railroad Retirees Dinner and Fellowship meetings are held at 6 p.m. on the last Tuesday of each month, except in December, which is on the third Tuesday of December at 6 p.m. at the Western Sizzlin steakhouse and buffet restaurant, 230 US-80 in Pooler, Ga.

All railroad retirees and their guests are welcome, says organizer **Joe Fletcher**, a retiree from Local 30 (Jacksonville, Fla.) and longtime UTUIA field supervisor.

The restaurant is at the I-95/US-80 exit. Located on Highway 80 westbound about three to four blocks west of Interstate 95, the restaurant is on the right when headed west.

Be sure to tell the cashier that you are with the Railroad Retiree Group to receive a meal discount.

For additional information, please call 912-660-5291 or 912-728-3259.

THE FINAL CALL

Following are the names of recently deceased members who were active TD members or 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
5	Hoover, Bobby R.	Blue Springs, Mo.	471	Thompson, Kenneth E.	Canby, Ore.	1000	Dickson, Carl J.	Anoka, Minn.
95	Hastings, James W.	Ballston Lake, N.Y.	506	Bisby, Richard S.	Clinton, Mo.	1177	Croonquist, Willis	Maple Grove, Minn.
145	Ailshire, George C.	Delaware, Ohio	507	Gilbert, Richard C.	Mena, Ark.	1190	Waters, Michael D.	Bellevue, Ky.
171	Wulff, Thomas C.	Aurora, Ill.	586	McClung, Clarence O.	Flemingsburg, Ky.	1221	Ball, Donald W.	Wesley Chapel, Fla.
194	Endicott, Elwood R.	Elkhart, Ind.	596	Koseff, Roger D.	Edinboro, Pa.	1221	Hardin Jr., Calmer	Riverview, Fla.
194	Reavis, Jack	North Liberty, Ind.	610	Foster, Charles G.	Pasadena, Md.	1227	Kolling, Everett L.	Herington, Kan.
204	Reaves, William C.	Pueblo, Colo.	622	Brooks, Raymond D.	Birmingham, Ala.	1312	Rhodes, John D.	Pensacola, Fla.
219	Murphy, James C.	Hannibal, Mo.	663	Erickson, Oscar W.	Bangor, Maine	1315	Sawyer, Karl B.	Corbin, Ky.
284	Beres, Gerald W.	Cleveland, Ohio	762	Jones, Charles A.	Prattville, Ala.	1334	Robinson, J. I.	Lawrence, Miss.
313	Klein, Ronald F.	Free Soil, Mich.	792	Ciersezwski, Edward H.	Norwalk, Ohio	1386	Rector, Melvin B.	Newark, Ohio
313	Schutter, Eugene R.	Grandville, Mich.	792	Miller, Robert "R.D."	Verdunville, W.Va.	1393	Meyer, David	Buffalo, N.Y.
318	Dailey, Donald E.	Northumberland, Pa.	811	Ontiveros, Dennis	San Bernardino, Calif.	1413	Kiernan, Matthew R.	Gambrills, Md.
338	Cunningham, Melvin L.	Chattanooga, Tenn.	811	Rybak, Robert "Bob"	Highland, Calif.	1529	Oakley III, Earl F.	Walbridge, Ohio
352	Reardon, Peter M.	West Springfield, Mass.	816	Enterline, Russel L.	Halifax, Pa.	1532	Pape, Chris R.	Mission, Kan.
367	Paap, Roland R.	Papillion, Neb.	894	Penrod, Raymond L.	San Antonio, Texas	1574	Marshall, Roger R.	Mesa, Ariz.
376	Rawlings Jr., Walter A.	Louisville, Ky.	898	Wheaton, Donald	Stoneham, Mass.	1775	Borjas, Rex O.	Twin Falls, Idaho
426	Nodland, J. E.	Spokane, Wash.	904	Dunkel, George A.	Ft. Branch, Ind.	1840	Holt, Kenneth R.	Havre, Mont.
430	Crites, Joe L.	Keyser, W.Va.	937	Renfro, Rufus F.	Mart, Texas	1962	Garstka, Larry E.	New Haven, Ind.

Former UTU communications director passes away

Born in 1930, **Art Hanford** began his railroad career as a darkroom technician for the Chesapeake & Ohio (C&O) Railway in 1953. While with the C&O, he earned a reputation as a quality photographer and writer. He was a trusted employee of Cyrus Eaton, the C&O board chairman at the time, and accompanied him on many trips to The Greenbrier Resort, then owned by the railroad, in White Sulphur Springs, W. Va. In 1958 he went to work for the Brotherhood of Locomotive Engineers (BLE) as photographer-reporter and continued to earn credit for his work on the union's publications. During this time,



Hanford

Hanford spent many years working with BLE Grand Chief Guy Brown. Early in 1967, he moved to Chicago as managing editor of Railway Purchasing & Stores, one of several magazines, including Railway Age, published by Simmons Boardman. Later that same year, Hanford accepted a position back in Ohio from the Brotherhood of Railroad Trainmen as assistant editor of Trainman News, the official BRT member publication. **Charles Luna** was president at the time. In 1969, the BRT merged with three other rail unions to form the United Transportation Union, where Luna

was named the new union's president. In 1971, **Al Chesser** succeeded Luna as president of the UTU until 1979, who was then followed by **Fred Hardin**. Hanford retired in 1990, with his last held position being UTU director of internal communications. Among his most memorable trips were those traveling with engineers on steam locomotives, which were fast disappearing. He was also assigned to take pictures of Queen Elizabeth II in 1959 on a Royal train trip through Canada. Other celebrities he photographed in his career were Ben Hogan while playing in a golf tournament at The Greenbrier.



Art Hanford, on left, poses with an unidentified engineer in this photo provided by Hanford's son, Guy.

Hanford wrote several books after he retired, including a yet-to-be-published autobiography titled "Writing on the Railroad." His son, Guy Hanford, indicated that the family

plans to finish publishing the book in honor of their father. Hanford died peacefully surrounded by his family on Friday, March 15, 2019, and is survived by his wife of 66 years, Janice.

Kansas

Continued from Page 5

Materials training program in Kansas City, Kan.

Carl Fields and retired GO-851 Assistant Chairperson **Yvonne Hayes** instructed the session, which was co-sponsored by the Kansas and Missouri State Legislative Boards.

The fact that there is shared jurisdiction between the Federal Railroad Administration (FRA) and the Occupational Safety and Health Administration (OSHA) on railroad property when it comes to hazmat safety regulations complicates the training process for the 150,000 rail employees spread among nine different unions, Dragoo said.

"The goal of this training initiative is to provide rail workers with the skills and



Attendees of the joint Kansas/Missouri hazmat training get their picture taken in Kansas City, Kan., in January.

knowledge necessary to protect themselves, the community and the environment in a hazardous materials transportation emergency," he said. "This program provides rail workers, through quality hazardous materials training courses, the confidence in their knowledge and problem-

solving skills to enable them to make change for safer work conditions."

Dan Bonawitz, legislative representative of Local 1409, was responsible for organizing and getting the training session up and running, Dragoo said. "We greatly appreciate his efforts."

Wyoming

The Wyoming State Legislative Board, led by State Director **Stan Blake**, recently donated \$1,000 to the Boys & Girls Club of Sweetwater County, reported Wyo 4 News.

"We are so grateful for Representative Blake for helping us secure this donation. He has been a huge supporter of our club, and we appreciate his continued support throughout the year. We also like to thank the SMART Union for their generous donation," Boys & Girls Club of Sweetwater County CEO Lisa Stewart told Wyo 4 News in an interview.

In addition to his role in representing members of our union, Blake also represents residents of the state of Wyoming in House District 39.



Blake

Retiree shows support for protection bill

Retired member **Ernest Brister** sent in a letter to Congressman Roger Williams (TX-25) telling his elected representative that he supports H.R. 1139, the Transit Worker and Pedestrian Protection Act. Brister, of Hillsboro, Texas, worked as a passenger train conductor and referred to his career when expressing his support.

"I encountered some unpleasant passengers, but thankfully none that got violent. Some of my co-workers encountered some whose behavior was objectionable enough that they were set off the train at the next station," he wrote. "But

that was a different time.

"These crews, both on trains and buses, are trying their best to provide service and earn a living for their families. This bill would provide another tool to help keep them safe."

Brother Brister knows that outreach to legislators is important to boost awareness of issues important to active members and to retirees.

With persistent outreach and activism via letter, phone call or the SMART TD Legislative Action Center link on our union's website, we can help to keep our brothers and sisters as safe as can be.

TD Convention site, date announced

Continued from Page 1

be paid in full by June 15, 2019. Failure to do so will mean that a local union or council will not be eligible to vote or have representation at the convention.

The number of delegates and votes to which a local union is entitled at the Gen-

eral Convention will be determined based on each local union's accredited membership count as of June 1, 2019.

Local union secretaries and treasurers must have their May 2019 reports, official receipts or required dues confirmations filed by June 15, 2019.

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 2020 alumni calendar. Email your high-resolution horizontal photos to news_TD@smart-union.org or mail hard copies to the TD 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. 20!**

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



FRA issues national strategy to prevent RR trespassing

The U.S Department of Transportation’s Federal Railroad Administration (FRA) has issued to Congress the first National Strategy to Prevent Trespassing on Railroad Property. The report examines the causal factors that contribute to trespassing incidents on railroad property, and responds to a U.S. House of Representatives Committee on Appropriations request.

“Almost every trespasser death or injury is preventable, and FRA is working to intensify our efforts,” said FRA Administrator Ronald L. Batory. “Now that we have examined current data on contributing factors of the problem, we are seeking to energize our state and local partners to implement solutions and save lives.”

In the report, the FRA examined trespasser casualties over a four-year period (Nov. 2013 to Oct. 2017) and identified the top 10 counties in the United States where the most pedestrian trespasser casualties occurred (Los Angeles, Calif.; Cook (Chicago), Ill.; San Bernardino, Calif.; Harris (Houston), Texas; Broward, Fla.; Palm Beach, Fla.; Fresno, Calif.; Riverside, Calif.; Contra Costa, Calif.; San Diego, Calif.). The report shows that, excluding suicides, 4,242 pedestrians were killed or injured while trespassing on railroad property nationwide during this period.

Preventing trespasser casualties and injuries is a high priority for FRA as part of the DOT’s safety mission. In October 2018, FRA convened a Trespasser & Grade Crossing Fatality Prevention Summit at its headquarters in Washington, D.C.

DOT Secretary Elaine Chao, Batory, representatives from other DOT modal administrations, and key stakeholders from the rail industry, including representatives from SMART Transportation Division, law enforcement and the navigation industry, attended the meeting to discuss strategies to reduce grade crossing and trespasser fatalities, as well as to solicit ideas to develop and implement a comprehensive national plan and strategy.

FRA’s national strategy to prevent trespassing on railroad property includes four strategic focus areas: data gathering and analysis, community site visits, funding and partnerships with stakeholders.

Data gathering and analysis of trespass incidents and close-calls will enable FRA to target its resources to trespassing “hot spots.” Conducting community site visits will help FRA to learn more about the specific local circumstances that contribute to trespassing and work with partners to help implement and evaluate targeted mitigation strategies. Requesting and providing funding will support community-based efforts to deter trespassing.

Finally, building strong and enduring partnerships with communities, law enforcement, railroads and organizations with a shared interest in saving lives will enable FRA to leverage and concentrate available resources, expertise and local knowledge to combat trespassing.

Short-term targets for success include stakeholder engagement and implementation of strategies that save lives at trespassing hot spots.

Over the long term, FRA will measure the success of this national strategy by how much trespassing incidents and casualties are reduced nationwide.

GCA 577 OFFICERS HOLD TRAINING



General Chairperson Roy Davis and GCA Secretary Buddy Piland (GCA 577) put together an informative training class for newly elected local chairpersons under their jurisdiction. It was a full day of training with scenarios, handouts and questions and answers. Attendees at the class included Secretary & Treasurer Robert Maldonado of Local 1892; Adolphus Sharp of Local 524; Scott Duncan of Local 293; Jonothan Carroll of Local 293; Joseph McIntyre of Local 293; Carlos Flores of Local 1524; Benny Dyer of Local 1458; Jim Boehm of Local 1892; and Chris “Tuffy” Goodrum of Local 1524.

Members OK contract with Columbia & Cowlitz

Employees at the Longview, Wash.-based Columbia & Cowlitz Railroad unanimously ratified a new collective bargaining agreement governing wages and working conditions through July 2022.

SMART TD Vice President **John England** commended General Chairperson **Sean Kibbee** for his “patience and keeping his members’ needs at the forefront of the negotiations.”

Negotiations and subsequent mediation gained a 16% pay raise for conductors and a 14% raise for all other workers. England also expressed gratitude to National Mediation Board mediator Cathy McCann for her assistance in getting the agreement over the finish line.

Columbia & Cowlitz is a property of Patriot Rail, which manages 12 short line railroads in 14 states across the continental U.S.

The C&C operates 31 miles of track and connects to BNSF and Union Pacific railroads.



Members employed by the Columbia & Cowlitz Railroad gave their approval to a new contract that ended up requiring the services of the National Mediation Board.

CONTRACT RATIFICATIONS

Before his March 31 retirement, Vice President **David Wier** had a number of ratifications to report:

Bessemer and Lake Erie Membership overwhelmingly ratified a new 18-month agreement.

“General Chairman **Eric Stedman** (GCA-BLE) and Local Chairman **Chad Ferguson** (Local 596) did an excellent job of bringing the members’ concerns to the table,” Wier said. “The new agreement provides for two general wage increases over an 18-month period and full back pay with no work rule changes.”

The new agreement is from July 1, 2018, through Dec. 31, 2019, and provides two general wage increases totaling 5.75% over the life of the contract with full back pay.

Iowa Interstate Trainmen and

Engineers ratified a new seven-year agreement.

“General Chairman **Andy Goodman** (GCA – IIR) and negotiating committee members **Norm Kitchen**, president of Local 258, and **Tim Kilbride**, local chairman of Local 258, went above and beyond in fighting for many vital improvements,” Wier said.

The new agreement is for seven years from Jan. 1, 2018, through Dec. 31, 2024, and provides seven general wage increases totaling 27%, with a cumulative wage increase of 29.5% over the contract.

Scheduled off days and increases in training pay, meal allowance, a \$1,000 signing bonus and other benefits also were won.

Finally, Toledo, Peoria and West-

ern membership overwhelmingly ratified a new seven-year agreement.

“General Chairman **Steve Benedict** (GCA – TPW) did an excellent job,” Wier said. “The new agreement provides substantial annual general wage increases with full back pay.”

The new agreement is for seven years, from Jan. 1, 2017, through Dec. 31, 2023, and provides seven general wage increases totaling 22%, with a cumulative wage increase of 24.1% over the life of the contract and full back pay.

Also in the contract are two additional holidays per year with substantial increases in meal allowances and training pay.

All safety oversight plans OK'd by FTA

The U.S. Department of Transportation's Federal Transit Administration (FTA) announced March 18 that the 31 State Safety Oversight (SSO) programs in 30 states have been certified in advance of the April 15, 2019, safety deadline.

"Safety is the department's top priority, and we are pleased that all states have met certification requirements and are providing more rigorous state safety oversight of federally funded rail transit systems," said U.S. Secretary of Transportation Elaine L. Chao.

Changes in federal public transportation law required states to strengthen the oversight of rail transit systems. The SSO Final Rule included a three-year compliance deadline and applied to federally funded rail fixed guideway public transportation systems such as heavy rail, light rail, monorail and streetcar systems.

"The hard work of state agencies and our shared commitment to improving the safety of our nation's rail transit systems has been a driving force to establish stronger state safety oversight," said FTA Acting Administrator K. Jane Williams.

To assist states in meeting the enhanced safety provisions, federal law authorized a formula grant program. Since 2013, FTA has provided approximately \$136.1 million to eligible states to develop and implement a SSO program compliant with federal requirements.

To achieve FTA certification, a SSO program had to meet several federal statutory requirements, including establishing a SSO agency that is financially and legally independent from the rail transit agencies it oversees. In addition, a state had to ensure that its SSO agency adopts and enforces relevant federal and state safety laws, has investigatory authority, and has appropriate financial and human resources for the number, size and complexity of the rail transit systems within the state's jurisdiction. Furthermore, SSO agency personnel responsible for performing safety oversight activities had to be appropriately trained.

If a state had failed to meet the deadline, FTA would have been prohibited by law from awarding any new federal funds to transit agencies within the state until certification was achieved.

NTSB rules on probable cause of accident

The National Transportation Safety Board (NTSB) ruled last month on the probable cause of a fatal accident in June 2017 that killed both a CSX conductor and a conductor trainee.

The men were struck from behind at 11:18 p.m. June 27, 2017, by an Amtrak train while walking to the cab of their train in Ivy City, a neighborhood in Washington, D.C.

The men had just completed a railcar inspection.

The NTSB report, released April 9, stated that there had been no rail traffic for about an hour on the active tracks upon which the men were walking as they returned.

As they walked, a pair of Amtrak trains, one northbound and one southbound, approached the men, the report stated.

NTSB said the northbound Amtrak train approached the men from the front on tracks to the left of those upon which they were walking, and that both trains sounded their horns and bells at virtually the same time in attempts to alert them.

"Given the simultaneous and similar horn and bell sounds from the two trains, the conductors may not have discerned two sources of the sounds and, consequently, concluded that the sounds originated from only one train — the one that they had detected ahead of them.

"As a result, it appears the conductors were unaware that a second train was approaching them from behind," the report stated.

NTSB issued a new safety recommendation to the two carriers involved in the accident at the conclusion of its report:

"Prohibit employees from fouling adjacent tracks of another railroad unless the employees are provided protection from trains and/or equipment on the adjacent tracks by means of communication between the two railroads."

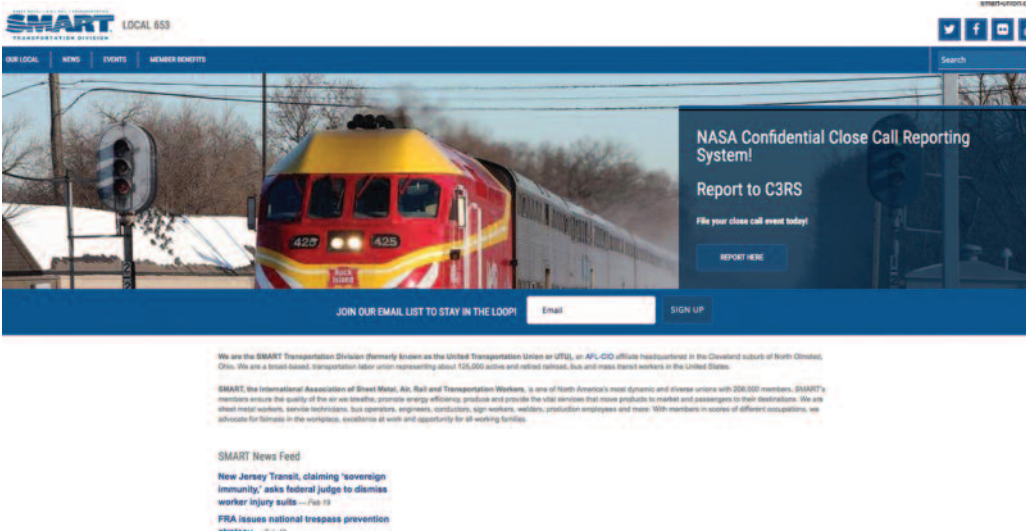
Union Hall gets locals, GOs and SLBs on web for free

SMART Transportation Division's membership in the AFL-CIO provides the opportunity for TD locals, GOs and state legislative boards to establish and maintain their own websites under the smart-local.org domain free of charge.

Once a site and domain are set up by the TD Public Relations Department, an administration log-in is granted to the AFL-CIO's Union Hall platform.

The local, GO or SLB is then in full control of maintaining, customizing and updating the site, with technical support and training readily available through the AFL-CIO.

Two SLBs and multiple locals have signed on to the service in the past few months.



Officers who are interested in establishing a website through the Union Hall service are encouraged to contact SMART Transportation Division Senior Communications Coordinator **Ben Nagy** at 216-227-5283 or email bnagy@smart-union.org for more information.

Carrier capital expenditures expected to stay flat

Capital expenditures in 2019 will largely remain flat from the previous year for five of seven U.S. Class I railroads, according to financial reports released by the carriers.

BNSF spent \$3.4 billion in 2018 and is one of two carriers that plan to increase capital expenditure spending. The railroad announced a \$3.57 billion spending plan for 2019 in February, an increase of 5% over the year prior.

Canadian National will invest approximately \$2.94 billion (U.S.) in its capital spending program with \$1.2 billion targeted toward track and railway infrastructure maintenance — an amount similar to what was spent last year. The remainder will largely be used to acquire new locomotives, the carrier said.

Canadian Pacific Railway's spending will stay at \$1.2 billion (U.S.), according to the carrier's fourth-quarter and full-year earnings statements.

CSX's capital spending budget will come in somewhere between \$1.6 and \$1.7 billion, the company said, also at about the same level as the year prior.

Kansas City Southern announced a planned increase of spending from \$530 million in 2018 to between \$640 million and \$660 million. The increase is mostly because of the planned \$140 million acquisition of new locomotives, KCS officials said. The carrier said spending on maintenance of way and other engineering projects will be at the same level as the previous year.

Norfolk Southern company officials said at a February investors' conference that 2019 capital expenditure levels for 2019 would be between 16% and 18% of revenue in the range of \$1.8 billion and \$1.9 billion, a level consistent with the \$1.8 billion the carrier allocated for capital expenditures in 2018.

Union Pacific committed to \$3.2 billion in capital spending for 2019, the same amount it says it invested in 2018, according to its fourth quarter earnings filing.

Genesee and Wyoming, a large operator of American short-line railroads, expects to increase its capital expenditures by about \$10 million in 2019, it announced in early February. In 2018, G&W spent \$205.7 million; G&W expects to spend \$215 million this year.



Photo of the month

James Sandoval, general chairperson of GCA - Santa Cruz Metropolitan Transit District in Santa Cruz, Calif., submitted this photo of some parked buses during a sunrise.

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.



News for you

Get in touch with the TD Communications Department at news_TD@smart-union.org and let us know about anything you'd want to share in the newspaper, on the Web or on social media.

Forms, links and news:
www.smart-union.org/TD

-  SMARTTransportation Division
-  SMART Transportation Division
-  SmartUnionWorks
-  SmartUnion

When tragedy strikes, UTUIA has got you covered

Accidental Death and Dismemberment

Accidents happen every day and unfortunately, accidental death is more common than you may think. UTUIA's Accidental Death and Dismemberment policy provides a benefit for death caused by an accident. A dismemberment benefit for loss of hands, feet or eyesight is also provided. **Guaranteed approval for active transportation employees and their family.** The UTUIA offers three benefit levels. You choose the level of protection that's right for you and your family.

• Accidental Death:	\$20,000	\$40,000	\$60,000
• Private Auto Death:	\$30,000	\$60,000	\$90,000
• Common Carrier Death:	\$60,000	\$120,000	\$180,000
• Double Dismemberment:	\$20,000	\$40,000	\$60,000
• Dismemberment:	\$10,000	\$20,000	\$30,000
Monthly Premium:	\$6.00	\$13.00	\$19.50

Cancer Hospital Indemnity

Cancer. Who among us has not known someone who has been affected by this disease that manifests itself in many forms? Statistics show that through early detection and treatment, the future is bright for so many, but the costs can be staggering. That's why so many UTUIA families own a Cancer Hospital Indemnity policy. Just look at the great benefits we have to offer:

- **\$2,000 - First Diagnosis Benefit**
- **\$300 per day - Hospital Confinement Indemnity**
- **\$600 per day - \$18,000 per month Extended Stay Benefit**
- **\$100 per day - Home Recovery and Convalescent Care Benefit**
- **\$15,000 - Bone Marrow Transplant**

Rates start as low as \$9.00 per month! No medical exam or blood test required!

I would like more information on UTUIA's Accidental Death & Dismemberment and Cancer Hospital Indemnity policies.

Please Print

Full Name

Date of Birth

SMART TD Local

Street Address

City

State

Zip code

Telephone number with area code

☐ Male ☐ Female

04/19

Complete and mail to: UTUIA Sales Dept., 24950 Country Club Blvd., Ste. 340, North Olmsted, OH 44070-5333.

For additional information on Accidental Death and Dismemberment insurance or Cancer Hospital Indemnity Insurance:

Email sales@utuia.org, call 800-558-8842, or complete the attached form and mail to the address listed at the bottom of the form.

Visit the UTUIA website at www.utuia.org for more information on this and other policies.

