



Transportation Division News

Volume 52 • Number 5 • August / September 2020

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

One candidate installed administrators primed to automate transportation jobs away.
One rode the rails with our members for decades on Amtrak.

THIS ELECTION IS PIVOTAL



By **Jeremy Ferguson**

Dear Brothers and Sisters,

With the 2020 general election right around the corner, we are dedicating a large portion of this edition of the SMART-TD News to what may be the most-critical question we've ever been faced with: Who should serve as President of the United States for the next term?

Divided and contentious as this subject can be, I am asking that you take the time to read through this issue with an open mind, and think critically about what we have riding on the outcome of this election as unionized essential transportation workers.

In determining who SMART and its Transportation Division should endorse, first and foremost we listened to what our members had to say. I want to sincerely thank each and every one of you who responded to our surveys and emails, called our office, and wrote to us to express your viewpoints. Your opin-



The winner of the Nov. 3 presidential election will shape the transportation industry as it recovers from the effects of the COVID-19 pandemic and determine the direction federal agencies take in dealing with our members' safety for years to come.

ion matters to us above all else.

With that being said, we also considered external sources and blocked out those that misrepresented the candidates and their intentions, or were biased towards one end of the political spectrum or the other. Problem is, there is an abundance of misinformation coming from all directions. In a world where it's difficult to trust virtually every source of information, where should we turn?

Fortunately, in this election we have a race where both candidates

have set precedent in the White House; President Trump as the incumbent with nearly four years of experience under his belt, and Joe Biden with eight years of experience as our former Vice President. We also examined the promises that each candidate has made on the campaign trail, and compared those to their actions while holding elective office. As the saying goes, actions speak louder than words.

Below are some examples that you can trust, because they are based on objective fact – no conjec-

ture, no spin, no bias, and no BS:

Federal Railroad Administration (FRA) appointments

In March 2009, the Obama/Biden administration nominated **Joseph C. Szabo** for the position of FRA administrator; a career railroader, SMART-TD member and Illinois State Legislative Director. Brother Szabo was the first FRA administrator to come from a rail labor background, and he served until 2015 when the Obama/Biden administration appointed Sarah Feinberg to the position. Under Szabo's tenure, accidents, injuries, and fatalities dropped to record-low levels, and the FRA improved its rules pertaining to fatigue mitigation and training requirements. Under Feinberg's tenure, the FRA issued notice of a proposed rulemaking which would have required two-person train crews.

In July 2017, the Trump/Pence administration nominated Ronald Batory, the former CEO of Consolidated Rail Corporation, for the position of FRA administrator. Within one year of Batory's nomination, the FRA had begun allowing Kansas City Southern to utilize Mexican train crews to cross our southern

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border and operate trains into Laredo, Texas. SMART-TD and other rail labor unions had to sue the FRA to rectify this issue – a process which took more than two years to resolve. During that time, the Trump administration ignored rail labor’s pleas to secure our southern border and prevent American jobs from being lost to foreign countries; both of which were campaign promises of his. In May 2019, the FRA withdrew its proposed two-person crew rulemaking, claiming that research didn’t support implementing such a rule, and that two-person crews would unnecessarily impede the future of rail innovation and automation.

More on two-person train crews, and National Mediation Board (NMB) appointments

With Mr. Batory leading the FRA and its withdrawal of the proposed two-person crew rule, the nation’s rail carriers saw opportunity and in October 2019, eight (8) railroads filed a lawsuit against SMART-TD, attempting to force us to bargain over crew consist on a national level. To better their chances, the railroads filed their lawsuit in the Northern District of Texas, which is notoriously one of the least labor-friendly courts in the country. The case was assigned to a Trump-appointed judge who in February 2020 ruled in favor of the rail carriers and ordered us to negotiate over crew consist, despite the fact that moratoriums are in place barring such negotiations.

At the same time they filed the above lawsuit, the railroads turned to the NMB, requesting that they begin the process of forcing SMART-TD into binding arbitration over the same crew-consist issues. The NMB is controlled by a 2/3 majority of Trump-appointed members, as follows:

- Mr. Gerald W. Fauth III, a former consultant and president of a company that railroads hire for mergers, acquisitions, time studies, cost analyses and traffic analyses.
- Ms. Kyle Fortson, a former labor policy director for Republicans on the Senate Health, Education, Labor, and Pensions Committee.

Despite SMART-TD’s objections, in January 2020, the NMB granted the railroads’ requests voted by a 2/3 majority in favor of moving forward with the binding arbitration process.

In stark contrast to the above, Joe Biden has met with SMART’s leadership and committed to defending two-person crews. For more than 30 years, Biden commuted for several hours per day on Amtrak. To this day, he remains on a first-name basis with some of our members. With respect to the NMB, the lone Obama/Biden appointee, Linda Puchala, is the former president of the Association of Flight Attendants. In the crew-consist binding arbitration decision, Ms. Puchala wrote nearly three pages in dissent objecting to the NMB’s decision.

Federal Motor Carrier Safety Administration (FMCSA) appointments

Similar to the other regulatory agencies mentioned in this article, the FMCSA’s stated purpose is to establish policies governing carriers and ensure their compliance, thereby reducing accidents and protecting our bus members and the passengers we carry. Under the Trump administration, the post of FMCSA administrator was vacant until February 2018, when Raymond P. Martinez was nominated and confirmed by the U.S. Senate. Martinez’s nomination was lauded by carrier-sponsored lobbying groups such as the American Trucking Associations, the American Bus Association and the United Motor Coach Association.

In October 2019, Martinez resigned as FMCSA administrator and Jim Mullen assumed the position of acting administrator. Mullen served in that capacity until his resignation in August 2020, which left Wiley Deck to act as FMCSA administrator. This frequency in turnover has largely resulted in an agency without clear direction or leadership. However, there has been one consistent theme over the last few years; the FMCSA has lent a sympathetic ear to the carrier-sponsored lobbying groups that endorse President Trump, while largely ignoring organized labor and the general public. This is evidenced by the FMCSA’s waiving of

hours-of-service requirements for Mexican carriers, which already have inadequate regulations when compared to their U.S.-based counterparts. FMCSA has also turned a blind eye to carriers’ efforts to eliminate drivers’ breaks, including meal and restroom breaks, and they have allowed outsourcing of school bus drivers to third-party rideshare companies with questionable practices for conducting the requisite, thorough background checks for drivers.

National Labor Relations Board (NLRB) appointments

Similar to the NMB’s structure, the NLRB is required to have five members with a simple majority appointed by the president. To clarify the importance of these positions, these are the individuals who are in charge of investigating and remedying unfair labor practices with the carriers, as nominated by the Trump/Pence administration:

- John F. Ring (chairman), a former management and labor relations attorney, appointed in 2018.
- Marvin E. Kaplan, former chief counsel of the Occupational Safety and Health Review Commission, whose 2017 appointment was supported by a number of business special-interest groups.
- William Emanuel, a former labor law attorney for transportation, logistics, and manufacturing companies, who was appointed in 2017.

With respect to the other two NLRB seats normally held by minority party appointees, President Trump has stated his intention to re-appoint Lauren McFerran, although he has yet to follow through. It is also apparent that he intends to leave vacant the seat that had been occupied by Democratic appointee Mark Gaston Pearce, resulting in a board with three Republican members and no or perhaps eventually a single minority party member.

Since the law requires only three NLRB members for a quorum to conduct its business, the agency has pressed forward with its two vacant seats and issued a series of decisions, rulemakings and initiatives that heavily favor corporations and repeal myriad existing worker protections. Under

President Trump’s direction, the NLRB has acted on every single item on a top-10 corporate interest “wish list” that was published by the Chamber of Commerce in early 2017.

Department of Labor (DOL) appointments

President Donald Trump’s decision to nominate Eugene Scalia as the new labor secretary is driving wide rifts among HR and benefits professionals, with some praising his industry knowledge as a boon to businesses. Others decried the choice, saying he’d hurt the American worker. Scalia has spent his career fighting for the interests of financial firms, corporate executives and shareholders rather than the interests of working people.

In another example of stark contrast, in 2009 the Obama/Biden administration nominated Hilda Solis for the position of labor secretary. At the same time, Solis joined Vice President Biden’s Middle Class Task Force, and pressed ahead with a clear and unapologetic agenda to aggressively enforce workplace protection laws, and enact new rules and regulations intended to grant more power to unions and workers. Corporate interest groups, anti-union organizations, and Republican Congress members adamantly opposed Solis’s nomination. Following Solis’s resignation in 2013, the Obama/Biden administration praised her accomplishments and chose Tom Perez, a former civil rights attorney who dedicated much of his efforts to increased protections for the elderly, war veterans, and labor unions, as her successor. Perez was known for regularly making house calls and onsite trips to obtain personal feedback from workers.

Legislation affecting all TD members

In July 2020, SMART-TD and other rail labor unions were successful in getting the U.S. House of Representatives to pass H.R. 2, which contains:

- Two-person freight crew requirements;
- Bus and transit operator safety measures;
- Blocked rail crossing enforcement measures;
- Cross-border solutions;
- Hours of service requirements for rail yardmasters;

- Additional funding for Amtrak;
- Requirements for carriers to meet CDC guidelines for providing personal protective equipment and cleanliness standards for essential employees.

When passed to the U.S. Senate as a part of the Moving Forward Act, President Trump threatened to veto the bill. Following suit, Senate majority leader Mitch McConnell called the bill “nonsense,” “absurd,” “pure fantasy,” and vowed that it will die before ever getting to the White House.

As previously noted, Joe Biden has met with SMART leadership and pledged his support for these issues.

Handling of the ongoing COVID-19 pandemic

Beginning in February 2020, before it was known that the virus had reached this country, we began making myriad preparations for a worst-case scenario, including modifications to our Health & Welfare Plans and a legislative agenda that make sure our members are protected. As a part of those efforts, in early March when there were fewer than 200 confirmed cases in the U.S., we wrote to the railroads, the FRA, the FMCSA, OSHA, and the Department of Transportation demanding that mandates be issued requiring essential employers to comply with basic CDC guidelines for COVID-19 cleanliness, including providing essential employees with the proper protective equipment and social-distancing measures.

As you can probably surmise by now (if you are not already aware) the response from the rail carriers, bus carriers and transit agencies was that the responsibility of adhering to CDC guidelines was entirely up to the employee. In the instances where a few regulatory agencies, such as the FRA, bothered to respond, we were told that they essentially trust the carriers to do the right thing, and in their view, it isn’t necessary or appropriate to issue mandates.

Instead, we had to take matters into our own hands by cataloging the carriers’ violations and shortcomings via an online reporting tool, which continues to serve its purpose to this day. As information, you can find this tool

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“One thing is certain — on our current trajectory the rich will continue to get richer, while unionized labor and other hard-working citizens are left behind to pick up the scraps.”

TD President’s column: A look at what is a pivotal election for our industry and for our union

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on the SMART-TD home webpage at www.smart-union.org/td/.

What about the booming economy and increased rail traffic?


As is usually the case, over the last decade the number of carloads originated by U.S. Class I railroads has fluctuated with the economy, usually varying by single-digit percentages from year to year. Despite this relative consistency, the railroads’ operating ratios and revenues have gone up by double-digit percentages, while at the same time tens of thousands of rail labor employees have been furloughed. This is mostly due to the fact that Wall Street investors have taken an interest in our nation’s railroads, and they are obsessed with so-called “Precision Scheduled Railroading” practices, which have resulted in (among other detrimental effects) the doubling and tripling of train length and tonnage, and thus, the reduction of crews. Under the Trump administration, the White House, FRA, Department of Transportation and other regulatory

authorities have refused our requests to mandate the train length limitations and issue safety regulations that we, and the general public, deserve.
It’s also worth noting that, according to the Association of American Railroads, there has been no significant increase in coal shipments from 2016 to today. President Trump’s promises to revive this business would have been hugely beneficial to our brothers and sisters whose livelihoods depend on these shipments, and it was a part of Trump’s policy that had our full support. Instead, we’ve been handed broken promises.
But my 401(k) is at an all-time high, doesn’t that count for anything?
Of course it does. However, more important than the inevitable ebb and flow of the stock markets is the very real threat of bus and rail automation, train crew consist changes, reduction of federal subsidies for certain carriers such as Amtrak, and the funding and administration of the Railroad Retirement Board and Social Security Administration.
Every single budget from the Trump administration proposed the reduction or elimination of funding that

not only employs our members, but protects their retirement and health & welfare benefits. If not for the hard work of our Legislative Department and the support of certain members of Congress, Amtrak would have gone bankrupt under the Trump administration. This single event would deal a devastating blow to the solvency of our Railroad Retirement benefits.
In addition to the above, automation of trains and buses, and the elimination of crew members and operators alike would have compounding effects that reach far beyond the obvious unemployment issues and the solvency of our retirement funds. As we all know, furloughs tend to hit our youngest members (not just in seniority, but also in age) the hardest. From a health-care and benefits perspective, these are our healthiest members with the lowest frequency of major medical, dental, vision, short-term disability and long-term disability claims. There is a direct correlation between extensive furloughs and the already difficult-to-manage rising cost of our benefits. The downstream consequences of Trump’s policies can easily extend to our

higher seniority members who are immune to furlough. We’re all in this together!
In conclusion
While this edition of SMART-TD News might not change your mind about who you’re going to vote for this November, we certainly hope it will help to shed some additional light on the importance of this election and what we all have at stake. When casting our ballots, we’re making the choice between better protections and job security for our members, or leaving our regulatory agencies in control of the very Wall Street investors, CEOs and corporations that they are intended to protect us from. We’re making the choice between tough bargaining with the nation’s rail carriers that leads to the best possible deal in our next contract, or risking letting President Trump make carrier-friendly appointments to a Presidential Emergency Board that will determine our fate. We’re making the choice between protecting our working class or continuing on our path of worshipping the almighty dollar, while throwing caution and safety to the wayside.
One thing is certain — on

our current trajectory the rich will continue to get richer, while unionized labor and other hard-working citizens are left behind to pick up the scraps. So, I ask all of you today: Are you ready to stand up to the abuse we’ve been dealt for these last several years? Are you prepared to cast a vote that will help to ensure that your family and future generations have the ability to earn a living wage, with choice health-care and retirement benefits? Are you ready to begin rebuilding an America that works for all of us, and not just our most wealthy and elite citizens?
Regardless of the outcome, I pledge that we will continue to fight for the protections, pay, benefits and retirement that we deserve. Without your support, however, this becomes exponentially more difficult, if not impossible. It’s going to take ALL of us to make this happen.
Thank you, and God bless.
Fraternally,



Jeremy R. Ferguson
President,
Transportation Division

SMART GENERAL PRESIDENT’S COLUMN

Four more years of the same or a new path forward?

Brothers and sisters,

We face the most important election of our lifetimes.
For the past four years, SMART members have kept America moving through thick and thin, including serving as essential frontline workers who have kept American freight and passengers moving during the past six months in the COVID-19 pandemic.
At the most basic level, we deserve the right to rely on a functioning, effective government to keep us safe at work and our families safe when we return home.
Yet, time and again, the Trump administration has shown that it will place the needs of wealthy corporate interests above the health and safety of working families.




By Joseph Sellers Jr.

For members working on Amtrak, the Trump administration repeatedly proposed cutting Amtrak funding by 50 percent. It told Amtrak to replace long-distance trains with bus service and refused to fund critical infrastructure projects that would keep Amtrak operating smoothly in the years to come. The result? Lost jobs, including the announced furlough of hundreds of our members.
Members hauling our nation’s freight saw Trump’s Federal Railroad Administration support rail

crews from Mexico operating on American rail lines without meeting U.S. safety and security standards. At the same time, his FRA reversed the all-important two-person crew rule originally proposed during the Obama/Biden Administration — all so the carriers can cut labor costs and jobs to the detriment of railroaders and the safety of the communities we travel through.
When the coronavirus first began spreading across the United States from the shores to the heartland, the Trump administration immediately granted a safety waiver to rail carriers that weakened rest requirements and equipment inspections — all in the name of profit, which the carriers did, in the midst of economic collapse.
For bus and transit opera-

tors, the Trump administration has ignored calls to mitigate assaults on the men and women at risk while doing their job, coupled with exposure to the public during a raging pandemic. This comes on top of proposal after proposal to cut needed transit funding — all once again in support of profitability over people’s lives.
Joe Biden’s record speaks for itself. He led the push to lower the retirement age for railroaders and started the process to install a plan to establish two-person crew consist requirements for all rail carriers before the Trump administration reversed it.
A Biden/Kamala Harris administration will remain focused squarely on what is going on in the lives of working families, with that

focus guiding their actions as the nation works to recover from the devastation of the last four years.
Your vote is a personal choice. I ask that you review the candidates on the issues and the side-by-side comparisons on who will actually benefit you and your family’s future.
There is too much at stake in this election to sit this one out. Text the words VOTE SMART to 21333 to check your registration status and, if you can, vote absentee/by mail as early as possible.
Thank you and stay safe!
Fraternally,



Joseph Sellers Jr.
General President,
SMART

TRANSPORTATION DIVISION NATIONAL LEGISLATIVE DIRECTOR COLUMN

Out of a period of darkness, we can see a new dawn

By now, all of us have heard varying reasons to vote for either President Trump or Joe Biden. While it would be easy for me to write all of the things we were not able to get done during the last four years, I have chosen to discuss the things that we CAN get done in a Biden administration.

First, our goal in Washington, D.C., is to protect the interests and welfare of our membership. We will work with whomever it takes to accomplish those goals, regardless of party. But as the saying goes, “it takes two to tango.” If a door is closed, you move on to those willing to open their doors and listen. It is not that we have not tried to work with the Trump administration or its appointees. We have, but the door was most often closed with a “Labor not welcomed here” sign posted.

As we all know, the railroads are running wild, checking off a wish list that they’ve held for years. All it took was a business-minded, profit-first president to



By Gregory Hynes

appoint a similar-minded, ex-rail CEO as FRA administrator. In the last year alone, your National Legislative team has had to fight more waiver requests from the railroads than it has in the last five years combined. The Trump FRA eliminated our pending two-person crew rule and has rolled back countless safety regulations, making it quite clear that it has abandoned responsibility as a neutral government agency, thus placing carrier profits over public and employee safety.

Furthermore, the Federal Transit Administration, OSHA and the FRA refuse to enforce simple CDC safety guidelines to protect our bus or rail members from COVID-19, even though all have been deemed essential workers.

Simply put, this type of garbage will not take place under a Joe Biden administration. I know this firsthand, as we’ve not only found an open door, but a seat at the table with a sympathetic ear to our issues. Our organization is working closely with the Biden team. Alternate National Legislative Director **Jared Cassity** and I are both on the Biden transition team and meet with them and his staff regularly.

Our union will have a voice in who serves as the next FRA administrator, FTA administrator, secretary of Labor and secretary of Transportation. The Biden platform will be very labor friendly, and he’s not afraid to say it, both in person and publicly. I am assured he will select excellent labor-friendly appointees, and that we will have our voice heard.

Let’s also not forget how much help we received from then-Sen. Biden when Railroad Retirement reform allowed us to retire at the age of 60. He’s proven himself an ally over and over. As his

nickname conveys, “Amtrak Joe” will be a strong advocate for public transportation, including Amtrak, bus and transit. A far cry from the budget, service cuts and furloughs we have experienced over the last few years.

Our organization has not had this kind of opportunity in a very long time. While President Obama was an ally, overseeing two very important Presidential Emergency Boards (PEBs) that we prevailed in, the relationship with Biden is much stronger. I say with full confidence, a Biden-led administration will provide us with the support we need to overcome the past four years of destruction in the labor movement and of basic human rights. Employee and public safety will again be in the forefront.

The bottom line, brothers and sisters, is Washington, D.C., runs on relationships. We are proud to say we have a great one with Vice President Biden.

So, I ask each of you to please consider all that you read in this newsletter. It may

very well be the most important one we have ever put out. A lot is at stake. Do you want your voice heard? Do you want you and your family’s welfare to be the priority? Do you want to have two people on a train, a good-paying job with health care and a retirement? Then, please, put the rhetoric aside and think about what we can get accomplished with true friends in Washington D.C. And vote.

I know who I am voting for. I can say confidently we will have many more victories in a Biden administration with two-person crews the law of the land.

This election I’m not voting against someone. I’m voting for someone, and that sure feels great!

Faternally,

Gregory Hynes
National Legislative Director, SMART-TD

Bus Department News

A message from your Bus Department leadership

This may be one of the most important elections in our generation this November.

If you have not already done so, please register to vote and encourage others to do so as well. There are crucial United States Senate and House races in November. Also, do not forget about your local state races which can determine how your state is governed locally.

Elected officials who represent your voice will have the ability to pass bills and policies that may affect you in the Bus Department. Voter turnout will be a factor in 2020, let’s not depend on polls or pundits to determine the outcome



Hughes

of this election. Your VOTE counts!

Most Americans say that the economy is the most-important issue in this election. As fellow sisters and brothers, ask yourself these questions when casting your vote:

Did the incumbent candidates sponsor the bus operator assault bill? Were they in support for funding transportation, setting mandatory safety standards and hazard pay for essential workers? Is the challenging candidate addressing our issues? What is their agenda, if elected?

These are some of the questions we must ask ourselves when it

We can make a difference in this election, but we have to do our part and VOTE.

comes to our occupation.

Regardless of what they did or didn’t support, now it’s our turn to give a response for or against their actions or lack thereof. If you are not sure of the candidate’s stances, please reach out to your local or state legislative representatives for guidance.

As COVID-19 may change the way we cast our ballot in November. I encourage you to vote early. Many states will have early voting polling sites in advance of Election

Day. Some states have adopted mail-in voting. Many also allow you to vote by using an absentee ballot without reason.

We can make a difference in this election, but we have to do our part and VOTE. Susan B. Anthony reminds us “we must never forget the importance of making our voice heard.”

Stay safe and well!

Faternally yours,

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TRANSPORTATION DIVISION CHIEF OF STAFF COLUMN

Looking past the partisan talking points makes sense

I still remember it as if it happened yesterday: the first time I voted for a Democrat. It ran so contrary to what I had heard growing up from a father who despises unions and Democrats equally and all they stand for. His heroes were G. Gordon Liddy, Rush Limbaugh and Ronald Reagan. The word “Democrat,” “liberal” or “union worker” was used for those he held in contempt and viewed as someone who would take away all he had worked for and destroy the country he loved.

I held my father’s views to the point that I wrote a college paper in my political science class taught by a former Democratic state representative, expounding on the values of the Republican Party. My professor gave me a passing grade because I had the stones to write it and was able to convey my message clearly. He also told me something I will never forget: “One day Mr. Gibson, you will find that the Republican Party is not for anyone other than big business and the elite. I wish you well and hope you find yourself in that group one day.”

I graduated college, worked hard and became a small business owner at a young age. It was not until I began to have a family did I start thinking about health care, retirement and security. I was working 80 hours a week just to stay ahead and could not afford health care and retirement. Now I had a family to take care of, and I knew things had to



By Jerry Gibson

change.

Several of my customers worked for the railroad, and they talked about the great pay and benefits they had. They were clear about the hard work, tough conditions and unpredictable schedules. But the benefits — that was the hook. So I made my way to the railroad.

Once there, I was told I HAD to be in the union. I waited as long as I could before signing up. Once I did, I wanted to make damn sure I was going to get my money’s worth, so I went to the union meetings, and my perspective began to change. It was like a history and business class rolled into one. I learned why I was able to have the great benefits and pay that attracted me. I became a regular, took the info provided, did my own research on things I was told, and asked a lot of questions.

It did not take long to see why there are unions on the railroad. We were just a nameless commodity known by an employee ID number. The disregard to our family life, safety, the constant fighting to get paid what I was owed — I was beginning to see the light. I was becoming a union man.

At the meetings I learned about what Reagan, my

father’s hero, did to the industry I now call my own. How the Reagan-era PEB took away many rights we had previously, why I had been hired at a 75% entry rate, why we could no longer strike at will as well as several other anti-union changes put in place by his Republican administration.

However, I still had that deep-rooted “I am a Republican because my father was before me” mentality. It was all I knew. I had a hard time listening to the political conversations that leaned heavily toward supporting Democrats.

Then I was furloughed. I was lucky that it was for months, not years ... but it was enough to make me ponder my political preferences. The whole “vote your pocketbook, kid” mentality. I began to see the value of voting for those who would support my industry, regardless of party. But it was not that simple ... was it?

Then it was time to vote. Clinton or Bush? I had my father in one ear and the union in the other. I walked up, closed the curtain and stared at the ballot. I felt like a turncoat ... yet, in the end, I chose to place supporting my family above all of the other rhetoric I had heard ... and I am forever grateful I did.

I now proudly serve as a SMART-TD officer. I have seen both sides of the fence. I have friends and family who are both Republicans and Democrats. I consider myself an educated bipartisan. I vote my pocketbook, supporting

those who support my family and union values, issues and concerns. I have also learned a very valuable lesson along the way ... it is not always what a party or candidate will do FOR YOU, it is most often what they will not do TO YOU.

As we work in an industry often dictated by political influence and policy, elections are a key component to ensure we have a safe work environment, make a living wage, receive affordable quality health care and a retirement that allows us to enjoy ourselves later in life after many hard years of working in an unforgiving, unpredictable and inconvenient environment. It is why we use our PAC funds to assist those who will assist us once elected and support the working family agenda that includes all of the aforementioned benefits, regardless of party. In short, elections have consequences, and to be frank, our careers are in jeopardy.

Politics matter greatly in the transportation industry, and I hope all of those considering voting based on other issues remember that. Vote your pocketbook, vote for you and your families’ well-being and future, not for propaganda that you hear on the radio and see on TV often made to intimidate and create fear of a loss of rights. These tactics have been used by the GOP for decades now, yet none have become reality. It is what it is — fear mongering meant to distract and persuade.

You are entitled to your own

opinions, but not your own facts. The facts are the last time the railroads went after as much as they are trying to do this round of national contract negotiations, they waited until the political landscape was in their favor. A president emergency board formed, and we lost a tremendous amount of rights and benefits that we are still clawing back.

Sound familiar? It should. That, brothers and sisters, is where we find ourselves today. We have all heard what is on the agenda: One-person train crews, significant loss of wages and job protections, detrimental changes to our health and retirement benefits. All of this is currently on the carriers’ agenda.

If you believe it will not happen again, you are sadly mistaken. I hope you take the time to seriously consider the value of your vote and how best to use it this November.

As they say, “Live by the sword, die by the sword.” Just do not be surprised when it happens to you. The same can be said for your vote.

Place supporting your family above all of the other rhetoric by voting for those SMART-TD-endorsed candidates listed in this newsletter.

I learned to do it, and I hope you do as well.

Fraternally,

Jerry Gibson
Chief of Staff, SMART-TD

State Watch

News from SMART TD State Legislative Boards

California



The state’s new legislative board was installed earlier this year, pre-COVID-19. Pictured, from left, are Assistant State Director Scott Brent of Local 1201 (Stockton, Calif.); Vice Chairperson Anthony Esparza of Local 1581 (Bakersfield, Calif.); Alternate State Director Trevor Haddix of Local 492 (Sacramento, Calif.); Chairperson Bonnie Morr of Local 23 (Santa Cruz, Calif.); Vice Chairperson Christine Ivey of Local 1785 (Santa Monica, Calif.); State Legislative Director Louie Costa of Local 1241 (Richmond, Calif.) and Secretary Robert Peck of Local 1570 (Roseville, Calif.).

Illinois

State Legislative Director **Bob Guy** reports that his legislative board has rolled out a form that allows for blocked crossings in his state to be reported electronically.

With Illinois among the states with the most grade crossings in the U.S. — it has more than 7,600 — blocked crossings have plagued its communities for decades. With trains of two miles in length and even longer associated with Precision Scheduled Railroading (PSR), the problems are getting worse.

Many states and communities have attempted to address this problem by enacting laws to penalize railroads for blocking crossings, but carriers have routinely won court cases claiming federal preemption. The U.S. House’s passage of the Moving Forward Act is a step toward having an enforcement mechanism

by setting a time limit on blockages.

“Let’s do our part by documenting when railroad managers or supervisors allow/order public grade crossings to be blocked for more than 10 minutes,” Guy said.

Submissions will be emailed to Guy’s office and used to document ongoing problems with blocked public grade crossings.

“This factual information will also be crucial in countering rail carriers’ claims that they are not routinely blocking crossings,” he said.

Guy wanted to give special recognition to the efforts of **Jeremy Hodges**, legislative rep for Local 195 (Galesburg, Ill.), who came up with the original draft of the form that was later refined and finalized for official use by the SLB.

The form is available on the SLB’s illini.utu.org website.

TD PAC: Here’s how we support those who support us

Over the years, how many times have you heard the union only supports Democratic candidates?

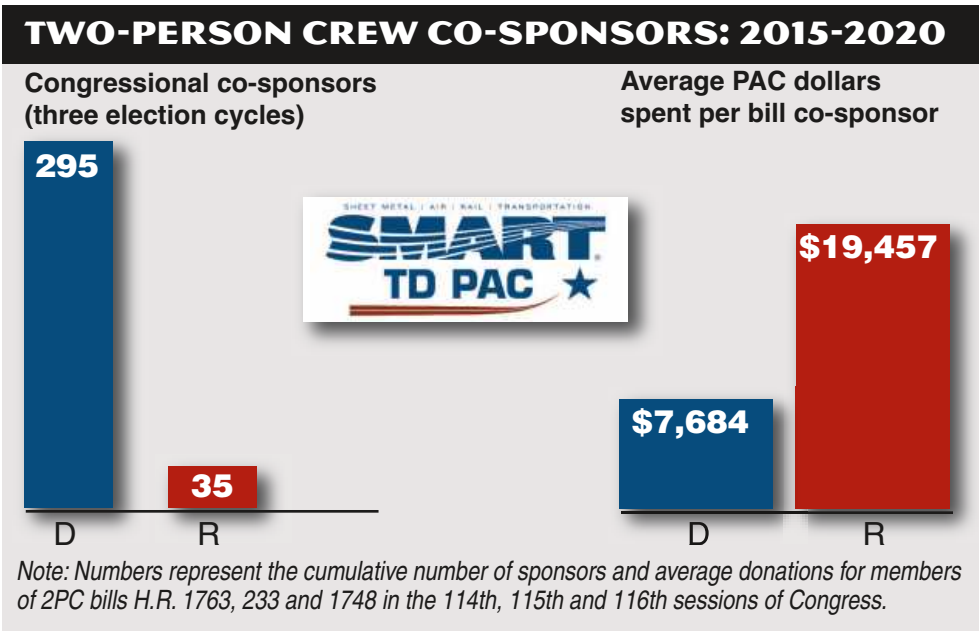
It might seem that way to many. The truth is SMART-TD only supports candidates who support our core issues. And, like the old adage, “the proof is in the pudding.”

SMART-TD supports candidates of both political parties who support our members on key issues like two-person crew legislation, transit worker and bus driver assault legislation, safety at the workplace, the right to organize and negotiate fair wages and our crown jewel, Railroad Retirement.

Other issues — while important to our nation — are not factored when it comes to our endorsement process.

As part of our mandate in our Constitution and rituals, SMART-TD tracks the voting record and legislation sponsorship of each member of Congress. We only track votes that directly impact active and retired members.

And the facts are clear. On transportation and labor issues, 226 out of 232 Democrat members in the U.S. House score an 85 or above with an average score of 94 (on a 0-100 scale, with 100 being perfect). On the other hand, 161 Republicans out of 198 have a score of 25 or below



with an average of 16.

Additionally, just 16 Republicans score 50 or above, with 10 being strong supporters by co-sponsoring two-person crew legislation. Bottom line — Democrats have an average score of 94, while the Republicans have an average score of 16. Those are the facts.

Our National Legislative Office and state legislative directors work hard to build relationships with both Republicans and Democrats. We have found that we win by addition, not subtraction or alienation. Consider, in the past three election cycles,

SMART-TD PAC fund has contributed \$681,000 to Republican candidates.

And yes, while we do contribute more to Democrats, the facts are Democratic members of Congress are more likely to support us on our core issues. We want relationships with Republicans, but if PAC and votes were investment capital, let’s review the rate of return.

Think of PAC and your vote as a valuable commodity that candidates desire. Now suppose you had \$1,000 to invest, and were told if you invest in Democrats you would get a

yearly return of \$100, or if you invest in Republicans you would get a yearly return of \$10.39; which would you choose? Again, those are factual numbers based on averages.

For the 2020 election cycle, we have recommended 23 Republicans and 349 Democrats. In a number of districts and states, we’ve made no recommendation. Our recommendation is based strictly on an incumbent’s voting record and sponsorship of legislation. If the incumbent is not a supporter of ours, we then look at the challenger (and their record if they are an elected official) and ask them straight up if they support us on our issues. Only then does a challenger get a recommendation.

While we are not attempting to minimize any member’s reason for supporting candidates of their choice, we simply encourage everyone to review the information provided by those who have taken the time to painstakingly construct a list of those sympathetic to our needs. Simply put, we must support those who support our families’ and union’s well-beings.

Above all, please register to vote and then take the time to do so. We simply ask that you strongly take into consideration the information provided.

Don Bacon, NE-2 (Omaha)

In 2016, SMART-TD was the first union to endorse Don Bacon. In fact, we recommended him as a Republican challenger over the Democratic incumbent who said he would co-sponsor our legislation and never did. Rep. Bacon has been a man of his word, co-sponsoring two-person crew legislation in 2017 and 2019. We don’t always agree with Congressman Bacon, but based on his support of our **CORE ISSUES**, Don Bacon has earned our recommendation. And as a FYI, Omaha is the headquarters of Union Pacific and Berkshire Hathaway (which owns BNSF).



Bacon

Brian Fitzpatrick, PA-1 (Philly suburbs)

When it comes to our core issues, incumbent Republican Congressman Brian Fitzpatrick stands with us; in fact, he has the highest score of any Republican in Congress at an “88” and has co-sponsored two-person crew and bus safety bills. He was one of three Republicans who voted “YES” on H.R. 2, which has our rail provision of two-person crew as part of the bill. We need more members of Congress like Fitzpatrick.



Fitzpatrick

Eugene DePasquale, PA-10 (Harrisburg and area)

This was an easy one. Republican Congressman Scott Perry, who is a member of the House Transportation and Infrastructure Committee, offered a committee amendment (Amendment 125 on June 17th, 2020) to strike two-person crew from the INVEST Act. His amendment failed. Despite Perry’s best efforts, the two-person crew provision remains part of H.R. 2. Perry’s challenger, Eugene DePasquale, (who is Pennsylvania’s Auditor General) supports two-person crew and rail workers and retirees. Scott Perry doesn’t!



DePasquale

Appeal victory: Trump-appointed judge’s attack on crew consist vacated

On Aug. 28, the U.S. Court of Appeals for the 5th Circuit issued its decision in *BNSF et al v. SMART-TD* (Case No. 20-10162) concerning crew consist.

This decision is a long-awaited victory for the union. The appellate court vacated the injunction that forced SMART-TD General Committees to bargain over crew consist, despite the existence of moratoria which bar such negotiation.

SMART-TD has always read those moratoria clauses to bar the service of Section 6 Notices to negotiate over crew consist until the last protected employee voluntarily separated from service.

Indeed, that is the very reason for their existence.

But despite the long-standing nature of these clauses, the carriers presented a new and novel theory that the moratoria did not actually bar crew-consist negotiations.

The carriers tested this theory by suing the union in October 2019 and moving for a preliminary injunction in December 2019. In their request for an injunction, the carriers asked a district court in Texas to force SMART-TD to bargain now in spite of the moratoria. That court issued its decision on February 11, 2020, finding that even though the dispute over the

moratoria was minor, and no arbitral determination had been made, SMART-TD was required to bargain now.

Under the RLA, minor disputes must be resolved through arbitration, not Section 6 bargaining. In the 22-page opinion, the appellate court walked through the various bases on which an injunction can be issued in Railway Labor Act (RLA) disputes. The 5th Circuit Court found that none existed here.

Rather, it concluded that the carriers had failed to exhaust the administrative remedy provided under the the RLA arbitration regarding the moratoria clauses.

COVID-19 deaths continue to mount

SMART-TD has received reports of three confirmed deaths of an active member and two retirees attributed to the novel coronavirus since the last publication of the union newspaper and one member death that may also have been attributable but was not medically confirmed.

On Aug. 30, **Rohan Johnson** of Local 1715 (Charlotte, N.C.) passed away from COVID-19 at age 59.

“He was known as dependable man that would help anyone in need,” Bus Department Vice President **Alvy Hughes** said.



Johnson

Continued on Page 7

What YOUR UNION is doing for YOU

Here is a list of recent arbitration victories reported to SMART Transportation Division’s leadership. General Chairpersons who wish to report a recent success should email Vice President **Alvy Hughes** (ahughes@smart-union.org) for Bus Department victories and Vice President **David B. Wier Jr.** (dwier@smart-union.org) for rail victories.

NRAB, First Division

SMART-TD Vice Presidents **David B. Wier, Jr.** and **Jamie C. Modesitt** report that the Organization has received numerous favorable decisions from cases arbitrated at the First Division of the National Railroad Adjustment Board. Of the many cases that the Organization received sustaining decisions on from the First Division, the cases referenced below are of significant interest:

■ In NRAB First Division Award No. 30294 (Bass, 2020), Union Pacific terminated a switchman for allegedly hindering the normal function of a safety device. In order to operate the windshield wiper controls, which were located above the right side window of the locomotive, the Claimant deployed the sun visor towards the front window. Once the sun visor was positioned towards the front window, it partially blocked the view of the inward facing camera. Under the guise of asserting that the Claimant intentionally hindered the function of the inward facing camera, the Carrier terminated his employment. Because the Carrier installed both the sun visor and inward facing camera on the locomotive, the

Organization argued that any obstruction of the camera’s view caused by the sun visor being deployed towards the front window of the locomotive was solely due to a design flaw by the Carrier. Arbitrator David Bass reasoned that the Carrier’s contention that the Claimant’s alleged misconduct fit within the prohibited parameters



of General Code of Operating Rule (GCOR) Nos. 1.23 or 1.23.1 took “a bit of linguistic gymnastics.” Observing that the Carrier failed to produce substantial evidence to prove a violation of the cited GCOR Rules, Arbitrator David Bass reinstated the Claimant to service and awarded him full back pay. GO-953 General Chairperson **Luke Edington** progressed this case to the NRAB First Division. . . . ■ In NRAB First Division Award No. 30277 (Bass, 2020), the Organization submitted a griev-

ance to the Board concerning Union Pacific’s miscalculation of vacation benefits and entitlements owed to a trainman. The Claimant worked for Alton & Southern Railway Company – a wholly owned subsidiary of Union Pacific – from April 28, 2005 until March of 2017. In March of 2017, the Claimant began working as a trainman on

Railway Company to Union Pacific, the Board concluded that the Claimant’s years of service at Alton & Southern Railway Company should be used to calculate his vacation benefits and entitlements at Union Pacific. GO-953 General Chairperson **Luke Edington** progressed this case to the NRAB First Division.

Public Law Boards

■ In Public Law Board 7949, Award No. 1 (Moreland, 2020), CSXT terminated a trainman concerning remarks he allegedly made to a carrier officer while he was acting in the capacity of a Local Chairman. In overturning the Carrier’s disciplinary action against the employee, the Board recognized that an employee’s conduct while acting in the capacity of a union officer is beyond the reach of the Carrier for disciplinary purposes. Observing that it is impermissible for a Carrier to discipline an employee who is acting in the capacity of a Union Officer, the Board reinstated the Claimant to service and awarded him full back pay. GO-49 General Chairperson **Rick Lee** and International Vice President **Jamie C. Modesitt** handled this case before Public Law Board 7949.

COVID casualties of members, retirees reported

Continued from Page 6

Brother Johnson had been a member of the union since February 2012 and worked for the Charlotte Area Transit System (CATS). “A respectful, loving and caring husband, father, and friend,” his wife posted. “Was loved and will be sadly missed by many.”

The deaths of two retirees from COVID also were reported over the summer.



Retired brother **Kenneth R. Jackson** of Local 1337 (New Orleans, La.), 73, of Brusly, La., died April 1. He was a veteran of the Vietnam War and a

Union Pacific conductor and had joined the union in October 1973.

Retired brother **Rony L. Jacobs**, of Local 30 (Jacksonville, Fla.), 69, of Alma, Ga., died May 9. A retiree from Amtrak, Brother Jacobs was a conductor for the carrier for 40 years and joined the union in August 1973.

The death of active member **John Delend Edwards**, 56, on July 18 was not definitively verified as being COVID-19-related as test results were pending before he passed.

The member of Local 445 (Niota,



Edwards

Ill.) known as “Big John” was a stand-out All-American basketball player known as “House” in college because of his size and his love for that style of music. He played

semi-pro ball for the Chicago Fire.

“John was a gentle giant who had an infectious laugh, nickname for everyone and a heart as big as his stature!” his family wrote in his obituary.

Brother Edwards joined the union in December 2008 and had a 25-year career with BNSF as a conductor, hostler, remote-control operator and as an engineer. He is survived by his sons Ryan, Scottie and Joshua.

SMART Transportation Division offers its sincere condolences to the families and friends and to the home locals of these union brothers. They will be missed but not forgotten.

Since the declaration of the national emergency March 13, 2020, because of the COVID-19 pandemic, the Transportation Division has received reports of 13 confirmed member and retiree deaths from the virus.

Unions sue to block carriers’ modification of health benefits

WASHINGTON, D.C. — On Aug. 5, 12 rail unions whose members and their families are covered by the NRC/UTU Plan and the Railroad Employees National Health and Welfare Plan filed suit against the nation’s Class I railroad carriers in the United States District Court for the District of Columbia.

The suit asks the court to force the carriers to bargain in good faith with the unions over mandatory subjects of bargaining. The involved issues have been the subject of collective bargaining for decades and are part of the carriers’ bargaining notices served Nov. 1, 2019, pursuant to Section 6 of the Railway Labor Act (RLA). At issue are carrier attempts to restrict access to certain medications and to forcibly reconfigure health care networks.

In addition to the SMART Transportation Division, the unions are: the American Train Dispatchers Association; the Brotherhood of Locomotive Engineers and Trainmen; the Brotherhood of Mainte-

nance of Way Employees; the Brotherhood of Railroad Signalmen; the International Association of Machinists and Aerospace Workers; the International Association of Sheet Metal, Air, Rail and Transportation Workers, Mechanical Division; the International Brotherhood of Boilermakers; the International Brotherhood of Electrical Workers; the National Conference of Fireman & Oilers District, Local 32BJ, SEIU; the Transportation Communications Union/IAM; and the Transport Workers Union.

The carriers are: BNSF Railway Company; Kansas City Southern Railway Company; CSX Transportation; Grand Trunk Western Railroad Company; Norfolk Southern Railway Company; Soo Line Railway Company; and Union Pacific. Also named in the suit is the National Railway Labor Conference (NRLC), whose National Carriers’ Conference Committee (NCCC) is the designated bargaining agent of the railroads.



SMART-TD election endorsements

Congressional recommendations by state*



Alabama
Senate
Doug Jones (D)[^]

House of Representatives
Dist. 1 James Averhart (D)
Dist. 2 Phyllis Harvey-Hall (D)
Dist. 3 Adia Winfrey (D)
Dist. 4 Rick Neighbors (D)
Dist. 7 Terri A. Sewell (D)[^]

Alaska
House of Representatives
 **Don Young (R)[^]**
*U.S. Representative,
At Large
Prime sponsor
of two-person crew bill*

Arizona
Senate
Mark Kelly (D)

House of Representatives
Dist. 1 Tom O'Halleran (D)[^]
Dist. 2 Ann Kirkpatrick (D)[^]
Dist. 3 Raul Grijalva (D)[^]
Dist. 6 Dr. Hiral Tipirneni (D)
Dist. 7 Ruben Gallego (D)[^]
Dist. 9 Greg Stanton (D)[^]

Arkansas
House of Representatives
Dist. 2 Joyce Elliott (D)
Dist. 3 Celeste Williams (D)
Dist. 4 William Hanson (D)

California
House of Representatives
Dist. 1 Audrey Denney (D)
Dist. 2 Jared Huffman (D)[^]
Dist. 3 John Garamendi (D)[^]
Dist. 4 Brynne Kennedy (D)
Dist. 5 Mike Thompson (D)[^]
Dist. 6 Doris Matsui (D)[^]
Dist. 7 Ami Bera (D)[^]
Dist. 9 Jerry McNerney (D)[^]
Dist. 10 Josh Harder (D)[^]
Dist. 11 Mark DeSaulnier (D)[^]
Dist. 12 Nancy Pelosi (D)[^]
Dist. 13 Barbara Lee (D)[^]
Dist. 14 Jackie Speier (D)[^]
Dist. 15 Eric Swalwell (D)[^]
Dist. 16 Jim Costa (D)[^]
Dist. 17 Ro Khanna (D)[^]
Dist. 18 Anna Eshoo (D)[^]
Dist. 19 Zoe Lofgren (D)[^]
Dist. 20 Jimmy Panetta (D)[^]
Dist. 21 TJ Cox (D)[^]
Dist. 22 Phil Arballo (D)
Dist. 23 Kim Mangone (D)
Dist. 24 Salud Carbajal (D)[^]
Dist. 25 Christy Smith (D)
Dist. 26 Julia Brownley (D)[^]
Dist. 27 Judy Chu (D)[^]
Dist. 28 Adam Schiff (D)[^]
Dist. 29 Tony Cárdenas (D)[^]
Dist. 30 Brad Sherman (D)[^]
Dist. 31 Pete Aguilar (D)[^]
Dist. 32 Grace Napolitano (D)[^]
Dist. 33 Ted Lieu (D)[^]
Dist. 34 Jimmy Gomez (D)[^]
Dist. 35 Norma Torres (D)[^]
Dist. 36 Raul Ruiz (D)[^]
Dist. 37 Karen Bass (D)[^]
Dist. 38 Linda Sánchez (D)[^]
Dist. 39 Gil Cisneros (D)[^]
Dist. 40 Lucille Roybal-Allard (D)[^]
Dist. 41 Mark Takano (D)[^]
Dist. 42 William O'Mara (D)
Dist. 43 Maxine Waters (D)[^]
Dist. 44 Nanette Barragán (D)[^]
Dist. 45 Katie Porter (D)[^]

Dist. 46 Luis "Lou" Correa (D)[^]
Dist. 47 Alan Lowenthal (D)[^]
Dist. 48 Harley Rouda (D)[^]
Dist. 49 Mike Levin (D)[^]
Dist. 50 Ammar Campa-Najjar (D)[^]
Dist. 51 Juan Vargas (D)[^]
Dist. 52 Scott Peters (D)[^]
Dist. 53 Georgette Gomez (D)[^]


Colorado
Senate
John Hickenlooper (D)

House of Representatives
Dist. 1 Diana DeGette (D)[^]
Dist. 2 Joe Neguse (D)[^]
Dist. 3 Diane Mitsch-Bush (D)
Dist. 5 Jillian Freeland (D)
Dist. 6 Jason Crow (D)[^]
Dist. 7 Ed Perlmutter (D)[^]


Connecticut
House of Representatives
Dist. 1 John Larson (D)[^]
Dist. 2 Joe Courtney (D)[^]
Dist. 3 Rosa DeLauro (D)[^]
Dist. 4 Jim Himes (D)[^]
Dist. 5 Jahana Hayes (D)[^]

Delaware
Senate
Chris Coons (D)[^]

House of Representatives
At-Large Lisa Blunt Rochester (D)[^]

District of Columbia
House of Representatives
 **Eleanor Holmes Norton (D)[^]**
*U.S. Representative,
At Large,
District of Columbia*

Florida
House of Representatives
Dist. 5 Al Lawson (D)[^]
Dist. 7 Stephanie Murphy (D)[^]
Dist. 9 Darren Soto (D)[^]
Dist. 10 Val Demming (D)[^]
Dist. 13 Charlie Crist (D)[^]
Dist. 14 Kathy Castor (D)[^]
Dist. 20 Alcee Hastings (D)[^]
Dist. 21 Lois Frankel (D)[^]
Dist. 22 Ted Deutch (D)[^]
Dist. 23 Debbie Wasserman Schultz (D)[^]
Dist. 24 Frederica Wilson (D)[^]

 **Mario Diaz-Balart (R)[^]**
*U.S. Representative,
Dist. 25, Florida*

Dist. 26 Debbie Muscarel-Powell (D)[^]
Dist. 27 Donna Shalala (D)[^]

Georgia
Senate
Jonathan Ossoff (D)

House of Representatives
Dist. 2 Sanford Bishop Jr. (D)[^]
Dist. 4 Henry "Hank" Johnson Jr. (D)[^]
Dist. 6 Lucy McBath (D)[^]
Dist. 7 Carolyn Bourdeaux (D)[^]
Dist. 13 David Scott (D)[^]

Hawaii
House of Representatives
Dist. 1 Ed Case (D)[^]

Dist. 2 Kaiali'i (Kai) Kahele (D)

Illinois
Senate
Dick Durbin (D)[^]

House of Representatives
Dist. 1 Bobby Rush (D)[^]
Dist. 2 Robin Kelly (D)[^]
Dist. 3 Marie Newman (D)
Dist. 4 Jesús "Chuy" García (D)[^]
Dist. 5 Mike Quigley (D)[^]
Dist. 6 Sean Casten (D)[^]
Dist. 7 Danny Davis (D)[^]
Dist. 8 Raja Krishnamoorthi (D)[^]
Dist. 9 Jan Schakowsky (D)[^]
Dist. 10 Brad Schneider (D)[^]
Dist. 11 Bill Foster (D)[^]
Dist. 12 Mike Bost (R)[^]
Dist. 14 Lauren Underwood (D)[^]
Dist. 16 Adam Kinzinger (R)[^]
Dist. 17 Cheri Bustos (D)[^]


Indiana
House of Representatives
Dist. 1 Frank Mrvan (D)
Dist. 2 Mary Patricia Hackett (D)
Dist. 3 Chip Winter Coldiron (D)
Dist. 4 Joseph William Mackey (D)
Dist. 5 Christine Hale (D)
Dist. 6 Jeannine Lee Lake (D)
Dist. 7 Andre Carson (D)[^]
Dist. 8 E. Thomasina Marsili (D)
Dist. 9 Andy Ruff (D)

Iowa
Senate
Theresa Greenfield (D)

House of Representatives
Dist. 1 Abby Finkenauer (D)[^]
Dist. 2 Rita Hart (D)
Dist. 3 Cindy Axne (D)[^]
Dist. 4 J.D. Scholten (D)

Kansas
Senate
Barbara Bollier (D)

House of Representatives
Dist. 1 Kali Barnett (D)
Dist. 2 Michelle DeLalsla (D)
Dist. 3 Sharice Davids (D)[^]
Dist. 4 Laura Lombard (D)

Kentucky
 **Amy McGrath (D)**
*U.S. Senate candidate,
Kentucky*

House of Representatives
Dist. 2 Hank Linderman (D)
Dist. 3 John Yarmuth (D)[^]
Dist. 4 Alexandra Owensby (D)
Dist. 6 Josh Hicks (D)

Louisiana
House of Representatives
Dist. 2 Cedric Richmond (D)[^]

Maine
Senate
Sara Gideon (D)[^]

House of Representatives
Dist. 1 Chellie Pingree (D)[^]
Dist. 2 Jared Golden (D)[^]

Maryland
House of Representatives
Dist. 2 Dutch Ruppersberger (D)[^]
Dist. 3 John P. Sarbanes (D)[^]
Dist. 4 Anthony Brown (D)[^]
Dist. 5 Steny H. Hoyer (D)[^]
Dist. 6 David Trone (D)[^]
Dist. 7 Kweisi Mfume (D)[^]
Dist. 8 Jamie Raskin (D)[^]

Massachusetts
Senate
Ed Markey (D)[^]

House of Representatives
Dist. 1 Richard Neal (D)[^]
Dist. 2 Jim McGovern (D)[^]
Dist. 3 Lori Trahan (D)[^]
Dist. 5 Katherine Clark (D)[^]
Dist. 6 Seth Moulton (D)[^]
Dist. 7 Ayanna Pressley (D)[^]
Dist. 8 Stephen Lynch (D)[^]
Dist. 9 Bill Keating (D)[^]

Michigan
Senate
Gary Peters (D)[^]

U.S. President/Vice President
 **Joseph R. Biden (D)**
*former vice president
and U.S. senator from Delaware^o*

 **Kamala Harris (D)**
*U.S. senator
from California*

House of Representatives
Dist. 5 Dan Kildee (D)[^]
Dist. 6 Jon Hoadley (D)
Dist. 7 Gretchen Driskell (D)
Dist. 8 Elissa Slotkin (D)[^]
Dist. 9 Andy Levin (D)[^]
Dist. 11 Haley Stevens (D)[^]
Dist. 12 Debbie Dingell (D)[^]
Dist. 13 Rashida Tlaib (D)[^]
Dist. 14 Brenda Lawrence (D)[^]

Minnesota
Senate
Tina Smith (D)[^]

House of Representatives
Dist. 1 Daniel Feehan (D)[^]
Dist. 2 Angie Craig (D)[^]
Dist. 3 Dean Phillips (D)[^]
Dist. 4 Betty McCollum (D)[^]
Dist. 5 Ilhan Omar (D)[^]
Dist. 7 Collin Peterson (D)[^]
Dist. 8 Pete Stauber (R)[^]

Mississippi
Senate
Mike Espy (D)


House of Representatives
Dist. 2 Bennie Thompson (D)[^]

Missouri
House of Representatives
Dist. 1 Cori Bush (D)
Dist. 2 Jill Schupp (D)[^]
Dist. 4 Lindsey Simmons (D)
Dist. 5 Emanuel Cleaver II (D)[^]
Dist. 6 Sam Graves (R)[^]
Dist. 7 Teresa Montseny (D)
Dist. 8 Jason Smith (R)[^]

Montana
Senate
Steve Bullock (D)

House of Representatives
At Large Kathleen Williams (D)

Nebraska
House of Representatives
Dist. 1 Kate Bolz (D)

 **Don Bacon (R)[^]**
*U.S. Representative,
Dist. 2, Nebraska*


Nevada
House of Representatives
Dist. 1 Dina Titus (D)[^]
Dist. 2 Patricia Akerman (D)
Dist. 3 Susie Lee (D)[^]
Dist. 4 Steven Horsford (D)[^]

New Hampshire
Senate
Jeanne Shaheen (D)[^]

House of Representatives
Dist. 1 Chris Pappas (D)[^]
Dist. 2 Ann McLane Kuster (D)[^]

New Jersey
Senate
Cory Booker (D)[^]

House of Representatives
Dist. 1 Donald Norcross (D)[^]
Dist. 2 Jeff Van Drew (R)
Dist. 3 Andy Kim (D)[^]

 **Chris Smith (R)[^]**
*U.S. Representative,
Dist. 4, New Jersey*

Dist. 5 Joshua Gottheimer (D)[^]
Dist. 6 Frank Pallone (D)[^]
Dist. 7 Tom Malinowski (D)[^]
Dist. 8 Albio Sires (D)[^]
Dist. 9 Bill Pascrell (D)[^]
Dist. 11 Rebecca "Mikie" Sherrill (D)[^]
Dist. 12 Bonnie Watson Coleman (D)[^]

New Mexico
Senate
Ben Ray Lujan (D)

House of Representatives
Dist. 1 Deb Haaland (D)[^]
Dist. 2 Xochitl Torres Small (D)[^]
Dist. 3 Teresa Leger Fernandez (D)

New York
House of Representatives
Dist. 1 Lee Zeldin (R)[^]
Dist. 2 Jackie Gordon (D)
Dist. 3 Thomas Suozzi (D)[^]
Dist. 4 Kathleen Rice (D)[^]
Dist. 5 Gregory Meeks (D)[^]
Dist. 6 Grace Meng (D)[^]


Dist. 7 Nydia Velázquez (D)[^]
Dist. 8 Hakeem Jeffries (D)[^]
Dist. 9 Yvette Clarke (D)[^]
Dist. 10 Jerrold Nadler (D)[^]
Dist. 11 Max Rose (D)[^]
Dist. 12 Carolyn Maloney (D)[^]
Dist. 13 Adriano Espaillat (D)[^]
Dist. 14 Alexandria Ocasio-Cortez (D)[^]
Dist. 17 Mondaire Jones (D)
Dist. 18 Sean Patrick Maloney (D)[^]
Dist. 19 Antonio Delgado (D)[^]
Dist. 20 Paul Tonko (D)[^]
Dist. 21 Tedra Cobb (D)
Dist. 22 Anthony Brindisi (D)[^]
Dist. 23 Tom Reed (R)[^]

 **John Katko (R)[^]**
*U.S. Representative,
Dist. 24, New York*

Dist. 25 Joseph Morelle (D)[^]
Dist. 26 Brian Higgins (D)[^]
Dist. 27 Nate McMurray (D)

North Carolina
Senate
Cal Cunningham (D)

House of Representatives
Dist. 1 G.K. Butterfield (D)[^]
Dist. 2 Deborah Ross (D)
Dist. 3 Daryl Farrow (D)
Dist. 4 David Price (D)[^]
Dist. 5 David Wilson Brown (D)
Dist. 6 Kathy Manning (D)
Dist. 7 Christopher Ward (D)
Dist. 8 Patricia Timmons-Goodson (D)
Dist. 9 Cynthia Wallace (D)
Dist. 10 David Parker (D)
Dist. 11 Morris "Moe" Davis (D)

 **Alma Adams (D)[^]**
*U.S. Representative,
Dist. 12, North Carolina*

Dist. 13 Scott Huffman (D)

North Dakota
House of Representatives
At Large Zach Raknerud (D)

Ohio
House of Representatives
Dist. 1 Kate Schroder (D)
Dist. 3 Joyce Beatty (D)[^]
Dist. 4 Shannon Freshour (D)
Dist. 5 Nick Rubando (D)[^]
Dist. 7 Ken Harbaugh (D)
Dist. 9 Marcy Kaptur (D)[^]
Dist. 10 Michael Turner (R)[^]
Dist. 11 Marcia Fudge (D)[^]
Dist. 12 Danny O'Connor (D)
Dist. 13 Tim Ryan (D)[^]
Dist. 14 David Joyce (R)[^]
Dist. 15 Steve Stivers (R)[^]
Dist. 16 Aaron Godfrey (D)

Oklahoma
Senate
Abby Broyles (D)

House of Representatives
Dist. 3 Frank Lucas (R)[^]
Dist. 4 Tom Cole (R)[^]
Dist. 5 Kendra Horn (D)[^]

Oregon
Senate
Jeff Merkley (D)[^]

House of Representatives
Dist. 1 Suzanne Bonamici (D)[^]
Dist. 2 Cliff Bentz (R)
Dist. 3 Earl Blumenauer (D)[^]

 **Peter DeFazio (D)[^]**
*U.S. Representative,
Dist. 4, Oregon*

Dist. 5 Kurt Schrader (D)[^]

Pennsylvania
House of Representatives
Dist. 1 Brian Fitzpatrick (R)[^]
Dist. 2 Brendan Boyle (D)[^]
Dist. 3 Dwight Evans (D)[^]
Dist. 4 Madeleine Dean (D)[^]
Dist. 5 Mary Gay Scanlon (D)[^]
Dist. 6 Chrissy Houlahan (D)[^]
Dist. 7 Susan Wild (D)[^]
Dist. 8 Matt Cartwright (D)[^]
Dist. 9 Gary Wegman (D)
Dist. 10 Eugene DePasquale (D)
Dist. 11 Susan Hammond (D)
Dist. 12 Lee Griffin (D)
Dist. 13 John Joyce (R)[^]
Dist. 15 Robert Williams (D)
Dist. 16 Kristy Gribus (D)
Dist. 17 Conor Lamb (D)[^]
Dist. 18 Mike Doyle (D)[^]

Rhode Island
Senate
Jack Reed (D)[^]

House of Representatives
Dist. 1 David Cicilline (D)[^]
Dist. 2 Jim Langevin (D)[^]

South Carolina
Senate
Jaime Harrison (D)

House of Representatives
Dist. 2 Adair Ford Boroughs (D)
Dist. 6 James Clyburn (D)
Dist. 7 Melissa Watson (D)

Tennessee
House of Representatives
Dist. 5 Jim Cooper (D)[^]
Dist. 9 Steve Cohen (D)[^]

Texas
Senate
M.J. Hegar (D)

House of Representatives
Dist. 2 Sima Ladjevardian (D)
Dist. 3 Lulu Seikaly (D)
Dist. 5 Carolyn Salter (D)
Dist. 6 Stephen Daniel (D)
Dist. 7 Lizzie Fletcher (D)[^]
Dist. 9 Al Green (D)[^]
Dist. 10 Mike Siegel (D)[^]
Dist. 12 Lisa Welch (D)
Dist. 14 Adrienne Bell (D)
Dist. 15 Vicente González (D)[^]
Dist. 16 Veronica Escobar (D)[^]
Dist. 17 Rick Kennedy (D)
Dist. 18 Sheila Jackson Lee (D)[^]
Dist. 20 Joaquin Castro (D)[^]
Dist. 21 Wendy Davis (D)
Dist. 22 Sri Preston Kulkarni (D)
Dist. 23 Gina Ortiz Jones (D)

Dist. 24 Candace Venezuela (D)
Dist. 25 Julie Oliver (D)
Dist. 26 Carol H. Iannuzzi (D)
Dist. 29 Sylvia Garcia (D)[^]
Dist. 31 Donna Imam (D)
Dist. 32 Colin Allred (D)[^]
Dist. 33 Marc Veasey (D)[^]
Dist. 34 Filemon Vela (D)[^]
Dist. 35 Lloyd Doggett (D)[^]
Dist. 36 Rashad Lewis (D)


U.S. Virgin Islands
House of Representatives
At Large Stacey Plaskett (D)[^]

Utah
House of Representatives
Dist. 4 Ben McAdams (D)[^]

Vermont
House of Representatives
At Large Peter Welch (D)

Virginia
Senate
Mark Warner (D)[^]

House of Representatives
Dist. 1 Qasim Rashid (D)
Dist. 2 Elaine Luria (D)[^]
Dist. 3 Bobby Scott (D)[^]
Dist. 4 Donald McEachin (D)[^]
Dist. 5 Cameron Webb (D)

 **Abigail Spanberger (D)[^]**
*U.S. Representative,
Dist. 7, Virginia*

Dist. 8 Don Beyer (D)[^]
Dist. 10 Jennifer Wexton (D)[^]
Dist. 11 Gerry Connolly (D)[^]

Washington
House of Representatives
Dist. 1 Suzan DelBene (D)[^]
Dist. 2 Rick Larsen (D)[^]
Dist. 3 Carolyn Long (D)
Dist. 4 Dan Newhouse (R)[^]
Dist. 5 Dave Wilson (D)
Dist. 6 Derek Kilmer (D)[^]
Dist. 7 Pramila Jayapal (D)[^]
Dist. 8 Kim Schrier (D)[^]
Dist. 9 Adam Smith (D)[^]
Dist. 10 Beth Doglio (D)
Marilyn Strickland (D)

West Virginia
House of Representatives
Dist. 1 David McKinley (R)[^]
Dist. 2 Cathy Kunkel (D)

Wisconsin
House of Representatives
Dist. 2 Mark Pocan (D)[^]
Dist. 3 Ron Kind (D)[^]
Dist. 4 Gwen Moore (D)[^]
Dist. 5 Tom Palziewicz (D)
Dist. 6 Jessica King (D)
Dist. 7 Tricia Zunker (D)
Dist. 8 Amanda Stuck (D)

Wyoming
Senate
Lynette Grey Bull (D)

House of Representatives
At Large Merav Ben-David (D)

* if a congressional race is not listed, the union has declined to endorse a candidate ^ denotes incumbent

OUR CANDIDATES

Andrade seeks fourth term as Ariz. state rep

Arizona Rep. **Richard Andrade** advanced through a challenge in his Democratic primary Aug. 4 and is seeking re-election in November to a fourth term representing the state's 29th District in Maricopa County.

A third-generation rail-roader, Andrade hired out with the Santa Fe Railroad (now BNSF) in 1994 when he became a member of our union. He is a certified engineer and a veteran of the U.S. Air Force. He serves on the state House's Land & Agriculture, Public Safety and Transportation committees.

He first got involved as a union officer as the alternate legislative representative for Local 1081 (Glendale, Ariz.) in 2002 and then later as legislative representative, a position he holds to this day.

"The values I bring to the Legislature are values I learned as a member of the SMART-TD union," he told the SMART Transportation News for an article in November 2016. "From the very beginning of my career, it was the union that educated and empowered me to get engaged on issues that affect working families. It was the union that encouraged me to become active and contact our state and federal legislatures on issues that affect our jobs, such as retirement, benefits, safety issues and one-person crews," he said.

On his campaign site, www.richardandrade.com, Brother Andrade discusses the importance of being pro-union — he also serves as a legislative vice chairperson on the Arizona State Legislative Board — and when voting as a state representative, he keeps labor issues in mind while considering legislation.

"I saw how Unions continually fight to protect our jobs, health care and many issues that affect its members, especially in a state that is not union or labor friendly," he writes. "Why does big business need protection when they already have billions of dollars, while many middle class struggle to make a living? The gap widens

between the wealthiest and middle class and the middle class continues to lose."

Among the important issues he's campaigning on during his re-election are education, health care and fighting against discrimination of all kinds.

"My covenant is to continually to fight for Working Families, Education, DACA and most importantly, People's Rights," he writes on his website.



State Rep. Richard Andrade of Arizona, a member of Local 1081 (Glendale, Ariz.), picks up campaign signs from a local printer in July in this image from his Facebook page. Brother Andrade is seeking his fourth term as a state rep.

Minn. members seek state senate, local school posts

Minnesota SMART-TD members are stepping up in their communities with at least two seeking office at the state and local level in the upcoming Nov. 3 election.

Local 1000 (Minneapolis, Minn.) brother and Alternate Legislative Representative **Brent Krist** is running for Minnesota Senate District 15, and Assistant State Legislative Director **Robert Dickerson** of Local 64 (Waseca, Minn.) is running for school board.

"These are exciting times in Minnesota with these two members answering the call of public service," Minnesota SLD **Nick Katich** said.

The 2019-20 Minnesota Senate has been a roadblock for SMART-TD and all organized labor, with bills such as two-person crew not getting passed.

"Unions are our best way to obtain a living wage and good benefits ... I will support and encourage more unionization in our district, and oppose any so-called right-to-work legislation," said Krist.

He has earned the endorsement of the Minnesota DFL, Minnesota



Robert Dickerson of Local 64 (Waseca, Minn.) stands outside Waseca Junior/Senior High School in Minnesota. The assistant state legislative director, he's seeking a seat on the Waseca school board.

AFL-CIO, and of course SMART-TD Minnesota among others.

"Brent knows the ins and outs of Minnesota politics and will bring a special knowledge of our industry to the state Senate," Katich said. "One of our bigger challenges as railroaders is explaining our industry to politicians and getting them to understand our issues. Brent will be able to bridge that gap with his future state Senate colleagues."

Visit www.kristforsd15.com to show your support and to follow his campaign.

As Brother Dickerson and his wife Cara contemplated what the school year will look like for their children, he made the decision to enter the race for Waseca

school board.

"I've always wanted to be more involved in my community," said Dickerson. "I was raised to value critical thinking and logic to solve problems. Education is such a fundamental part of our society that shapes how successful our children can be. From future earnings to the criminal justice system, it has been shown time after time our education system plays a large role in the rest of a child's life, affecting us all."

Early voting begins in Minnesota Sept. 18 and all members, active and retired, are encouraged to vote.

Those with questions can reach the SLB at sld@smart-td-minnesota.org or (651) 222-7500.



Krist

Wyo. SLD Blake runs for new term

Stan Blake, a member of SMART-TD Local 1857 (Green River, Wyo.) and the Wyoming State Legislative Director, has represented the state's 39th district since 2007 and is looking to achieve another go-around.

Currently the longest-serving Democratic member of the Wyoming State Legislature, he's backed state two-person crew legislation and serves on the House Transportation, Highways and Military Affairs Committee and the House Agriculture, State and Public Lands and Water Resources Committee.



Blake

A Union Pacific conductor, Blake faces a challenge from a Libertarian candidate in November.

"Sometimes local office holders are the ones who really change things," he encourages those who are considering a run for political office. "Run for city council, school board, college trustee. You could then springboard to a different office."

Local 1074 member challenges Pa. incumbent

Rico Elmore, an Air Force veteran and member of TD Local 1074 (Freeport, Pa.), admits he's facing a "strong uphill battle" against a Democratic incumbent in Pennsylvania's 16th House District.

Elmore faces Robert Matzie, a well-funded Democrat and former mayor seeking his sixth term to represent the district northwest of Pittsburgh, on Nov. 3.

But one thing Elmore has experienced that Matzie has not is the glut of railroad carriers for profits.

"The carriers are cutting



Elmore

corners, and the general public doesn't know," he said, citing carriers' desire to cut crew in favor of automation as an example. The fact that legislators in Pennsylvania have not advanced a statewide 2PC bill disappoints him and is something he'd work to change if elected.

Elmore, a member since May 2017, is currently on furlough from Norfolk Southern as a conductor.

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 PR_TD@smart-union.org or visit www.smart-union.org/td/alumni

GUEST COLUMN

Rail employment has fallen drastically during this presidency, jeopardizing our RR pensions

Every three years, the Railroad Retirement Board (RRB) issues a report that projects the financial health of the Rail Retirement pension plan. The most recent report, the 27th of its kind, came out in June 2018.

In these reports, RRB projects the long-term solvency of the plan, established decades ago and intended to provide security for thousands of retirees and for current workers when it comes time for them to retire. The report takes into account things such as RR employment levels, the number of retirements and market returns.

The 2018 report put forth a number of scenarios that spelled out what the financial health of the plan and its benefits would be in forecasts of stable, declining or greatly reduced railroad employment levels over the coming decades.

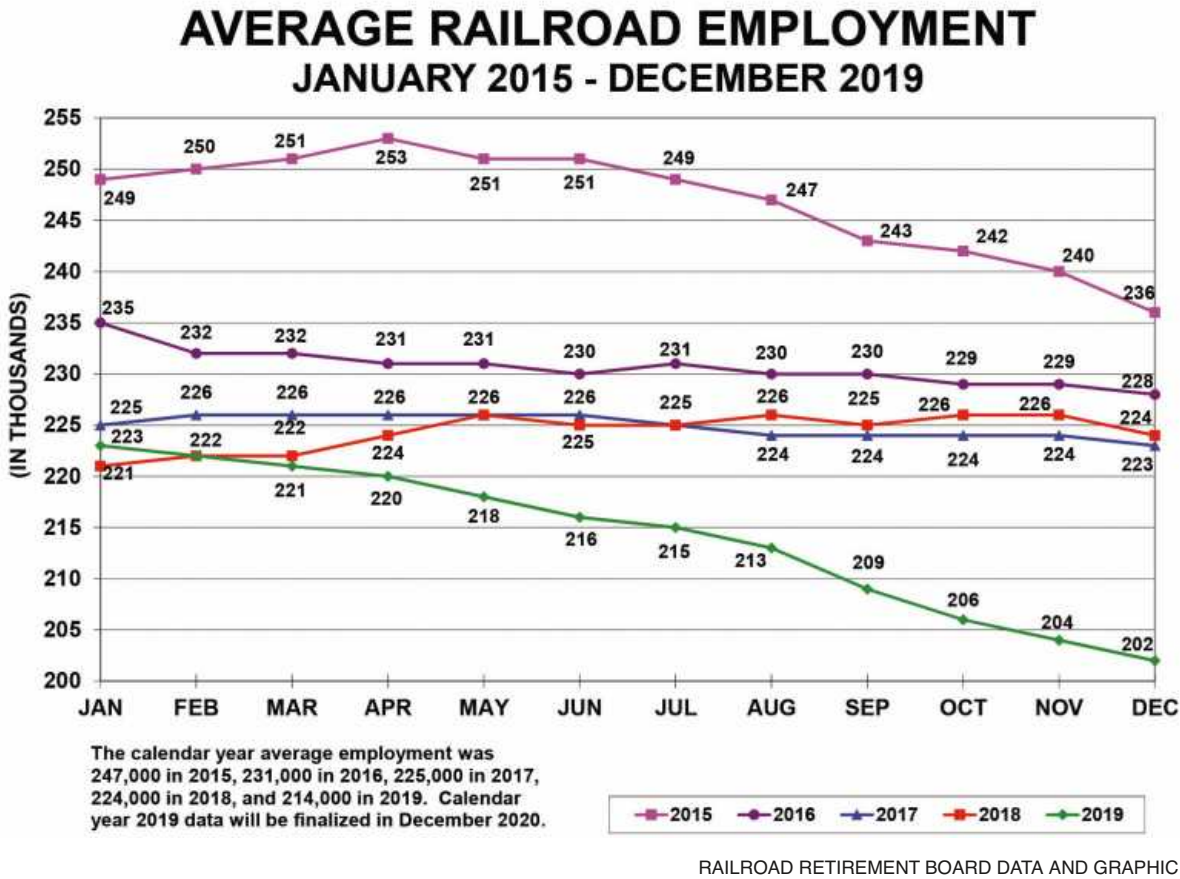
RRB concluded that Railroad Retirement would only run into a rough financial



By Carl Cochran & Kenny Menges

situation if employment was greatly reduced, and that wouldn't be until 2047.

Two years later, we realize that RRB, through no fault of its own, didn't factor in the reckless lust for profits carriers have in the implementation of Precision Scheduled Railroading (PSR) and their desire to eliminate jobs through automation with the blessings of the incumbent president's appointed administrators at the Department of Transportation and Federal Railroad Administration. The coronavirus hasn't helped either, giving the carriers an excuse to fur-



lough and cut in 2020 so they can still bring millions and billions of dollars in each quarter, even with the reduction in rail traffic the pandemic brought.

One Class I carrier estimates that it can perform 45 percent of its operations using one person in the cab. That means that the job of just about one out of every two conductors is considered to be expendable in their eyes. He or she can go find another line

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THE FINAL CALL

Following are the names of 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
202	Poteet, James M.	Pueblo, Colo.	769	Campbell, Frederick M.	Alexandria, Va.	1177	Magnuson, William H.	Willmar, Minn.
243	Roberson, Levie V.	Arlington, Texas	783	Yarboro, Perry J.	Danville, Va.	1245	Skeen, Gary "Tony"	Dallas, Ga.
318	Widdick, Paul E.	Moosic, Pa.	807	Wamsley, Phillip G.	Yuma, Ariz.	1279	Bentley, Robert D.	Greybull, Wyo.
320	Champagne, Irvin F.	Caseville, Mich.	811	Easley, John L.	Apple Valley, Calif.	1292	St. Marie, Kenneth G.	Hermantown, Minn.
338	Williams, Carl Edward	Flintstone, Ga.	830	Herr, John E.	Annaville, Pa.	1344	Smith Jr., Fred J.	Mandan, N.D.
403	Blair, Glen J. "Red"	Smith Falls, Ont.	832	Vekich, John M.	Duluth, Minn.	1374	Bieltz, Anthony H.	Pittsburgh, Pa.
407	Altman, George H.	Bonneau, S.C.	854	Roache, Manley E.	Virginia Beach, Va.	1390	Radziak, Paul H.	Cherry Hill, N.J.
445	Edwards, John D.	Chicago Hts., Ill.	903	Bishop Jr., Joseph F.	Jacksonville, Fla.	1405	Berger, Glen S.	Collinsville, Ill.
472	Bondy, Daniel R.	Kingsville, Ontario	903	Ennis, Emory C.	Jacksonville, Fla.	1405	Kottwitz, George V.	Edwardsville, Ill.
432	Benekas, Chris S.	Centralia, Ill.	911	Bonnie, Paul J.	Inver Grove Hts., Minn.	1573	Biranski, Emil B.	Klamath Falls, Ore.
469	Mehegan, Thomas F.	Arnold, Mo.	915	Godby, Clarence G.	Milton, W.Va.	1760	Reling, Edward O.	Clinton Twp., Mich.
528	Thomas, Robert L.	Oak Park, Ill.	937	Manning, Billy G.	Oakwood, Texas	1813	Nichol Jr., Robert H.	Banning, Calif.
544	Gullickson, Morris W.	Livingston, Mont.	949	Osborne, David A.	Sherman, Texas	1831	McElwee, John	Massapequa, N.Y.
643	Carr, Ronald E.	West Point, Iowa	980	Olson, Arden O.	Harvey, N.D.	1840	Olson, Neal A.	Glasgow, Mont.
645	Betuel, Alfred	Wilmington, Del.	1000	Moore, Timothy W.	Elk River, Minn.	1843	Sirois, J. James	Rivi Re-du-Loup, Quebec
645	Lynch, James A.	St. James, N.Y.	1059	Bertsch, Dennis J.	Minot, N.D.	1929	Kasubski, Stanley P.	Monee, Ill.
645	Riordan, William J.	Boynton Beach, Fla.	1059	Bickler, Phillip S.	Minot, N.D.	1929	Rowe, Michael D.	Merrillville, Ill.
650	Morken, Odin M.	Apple Valley, Minn.	1075	Billingsley, Richard B.	Lima, Ohio			
650	Paray, David C.	St. Paul, Minn.	1175	Privette, Rodney A.	Saginaw, Minn.			

Unionist Tasker: Biden showed integrity 50 years ago and still does

By Terry Tasker

I have known Joe Biden since 1970 when I was a young Delaware state trooper. I was assigned to investigate a burglary of a local business and subsequently arrested a 35-year-old man and his 10-year-old son. As it turned out Joe Biden represented the two individuals and, after meeting with Joe, it was decided all charges would be dropped with the understanding that, for the good of the 10-year-old child's family, they would go through counseling. This is an example of how the former vice president conducted himself in 1970, exhibiting compassion and integrity toward others.

From nearly a half century ago to the present, I have observed Biden interact and support organized labor, especially the railroad crafts. He has even gone so far as to host barbecues at his residence and inviting the conductors on Amtrak to show his appreciation for their dedication to service. Many times over the years, Biden could be seen at the Amtrak Delaware shops attending meetings.

As to law enforcement issues, Biden has been an outspoken proponent of tougher crime laws by sponsoring the 1994 Violent Crime Control and Law Enforcement Act to aid 100,000 police officers and increase sentences for vio-



This photo shows an impromptu meeting of former Vice President Biden and Terry Tasker of Local 1378 (Wilmington, Del.) while stopping in a local clothing store prior to the COVID-19 pandemic.

lent crimes.

One of the most-important current issues facing today's rail employees is the future of Railroad Retirement. On July 7, the chairman of the Railroad Retirement Board received a letter from the Assistant to the President for National Security Affairs and Director of National Economic Council expressing, among other things, concerns about investments made by the NRRI Trust.

This, my brothers and sisters, is only the beginning. If given a second term, we can expect further interference from the Trump administration into your retirement.

Vote your job and your pension!

Terry Tasker has organized SMART TD Alumni chapters and is a staunch advocate of our union.

Retiree Weaver featured in video on first day of DNC

Gregg B. Weaver, a retired member of SMART-TD Local 898 who rode with former Vice President Joe Biden many times during the longtime senator's commute from Delaware to Washington D.C., was featured in a video presented Aug. 17 during the first night of the Democratic National Convention.

In the video, the former vice president's respect and empathy toward the



Weaver

SMART members who served him as he traveled on Amtrak were highlighted.

"I think he's most comfortable around everyday, working-class people," Weaver said. "He makes you feel like you belong."

Continued on Page 16



"During my time as FRA administrator, I found Joe Biden to be passionate about railroad safety and passenger rail development. In our briefings the Vice President was keenly interested in the details — there was nothing superficial about our conversations, as he loved understanding the nuance of the issues. His blue-collar persona is genuine and his empathy for lunch-bucket issues is real."

Joseph Szabo Jr.

— former FRA administrator, member of Local 1290 (Chicago, Ill.), pictured at left of then-Vice President Joe Biden

As employment falls, our pensions are placed in jeopardy

Continued from Page 11

of work and the carrier can pocket the cash.

That's one less family with the economic protection of a good, middle-class union job.

That's one less person helping to pay into Railroad Retirement.

That means reduced benefits for future retirees (assuming they survive the carriers' onslaught of PSR and their jobs aren't phased out as they tinker with the industry).

Carriers attacked crew consist and won a battle in a Texas court in early 2020 thanks to an appointee of President Donald Trump. Fortunately the decision was vacated, but they are still pursuing a dream scenario of halving in-cab employment numbers with no regard to public or employee safety. They think lines of software coding can adequately replace conductors and the important role they play in operations and on occasion in saving lives. The code word the big railroads are using as an excuse to put people out of work is "innovation." Keeping people in the cab somehow hampers their ability to apply technology, accord-

ing to their arguments.

We are running out of chances. If the carriers are allowed to continue on their current course, aided and abetted by an Republican-controlled FRA that does not see a need to keep two people in the cab of a freight train, a hole could be blown in the Railroad Retirement plan, which has already been rocked by job cuts the carriers attribute to the coronavirus but we know began with PSR.

Here are the numbers:

When the current president took office in January 2017, there were 128,147 Class I rail workers, according to the Surface Transportation Board (STB). The STB's employment report for rail workers from May 2020 says that Class I railroads employed 118,880 workers.

In January 2017, the RRB reported that the average railroad employment — the number of people paying into the system — was 225,000. (See the chart on Page 11). The RRB has reported average railroad employment in July 2020 (the most recent data available from RRB) at 181,000.

The RRB nightmare scenario for employment levels in the 2018 report had the industry losing 122,000 workers in 25 years. We've lost 44,000 in the less than four years this president has been in office.

If the carriers continue their employment cuts, Railroad Retirement will then join the ranks of underfunded pensions that sadly failed workers in the promise to provide during their golden years what railroaders had to work their whole careers to earn.

Making railroads great again must not have been part of the plan.

One of the candidates has pledged a second great Railroad Revolution in a video aimed directly at members of our union. One has overseen a hostile regulatory environment that lets carriers give out placebo masks during a global pandemic and turns a blind eye in the form of safety waivers in a time of national crisis.

Choose wisely.

In solidarity,

Carl Cochran
and **Kenny Menges**,
SMART TD
Alumni Association

Former UTU President G. Thomas DuBose passes

G. Thomas DuBose, who served one term as president of the SMART Transportation Division's immediate predecessor union, passed away on Aug. 20, 2020, after a short illness.

DuBose, United Transportation Union (UTU) president from 1991 to 1995, had experienced health complications recently and had been placed in hospice care. He was 85 years old.

"The union extends its deepest sympathy and condolences to the family and friends of former President DuBose," SMART-TD President **Jeremy Ferguson** said. "His leadership helped to guide our union through a period of great difficulty and transition. As an organization, we all are saddened, and we mourn his loss."

DuBose assumed the union presidency during a time when great change was occurring in the use of technology, especially with the establishment of the internet. The union acquired its first mainframe during his administration as UTU made its initial steps toward the computerization of its operations. An email system for the union and an awards database accessible to



DuBose

international officers and general chairpersons was created, and he also oversaw a union restructuring with the consolidation of a number of General Committees, and the establishment of an accident investigation committee. The UTU also joined the Transportation Trades Department (TTD) of the AFL-CIO for the first time during his tenure.

"I feel I left this union in better condition than I found it," DuBose said in a UTU News article as the union transitioned from his leadership to succeeding President **Charles L. Little** in 1995.

David Hakey, who worked alongside DuBose during his two campaigns for the union presidency and served as a union vice president from 2000 to 2007, spent more than four decades knowing DuBose personally and professionally. In the late 1970s and early 1980s, DuBose was generous in lending his time and guidance to Hakey, who

was starting out as a general committee officer. DuBose, even then a long-time vice president, showed Hakey the ropes in writing cases and defending members.

"He was my mentor, and he was my friend," Hakey said. "He was always a good steward of the union. He always put the union first and the membership first."

Hakey said DuBose was naturally inclined to put the needs of others ahead of himself, even outside of union business. In one encounter, DuBose and Hakey met a man on the street begging for money. Rather than just giving the man some spare change, DuBose insisted that they take him out to lunch.

"Tom was always willing to listen," Hakey said. "He was a compassionate individual. He always tried to put the membership first."

Carl Cochran, administrator of the SMART TD Alumni Association, remembered DuBose's active leadership in organizing a team that brought the Florida East Coast Railroad back into the UTU fold and in reaching out to help members in Cochran's home state of

Florida to cope with the devastation of the Category 5 Hurricane Andrew in 1992.

"We asked for help from our union, and we got it for our members that lost their homes," Cochran said.

Born in Macon, Ga., on March 23, 1935, G. Thomas DuBose hired on as a switchman for the Central of Georgia Railway in October 1955 and was a member of Local 535 in Macon, serving as a local officer there. He was elected vice president of the Switchmens' Union of North America (SUNA) in 1967 at the age of 32 and retained that office during the formation of the UTU in 1969.

He served four additional terms as a union vice president before being elected the UTU's assistant president in 1987. At the Sixth UTU Convention in 1991, he defeated then-incumbent UTU President **Fred Hardin**'s bid for a fourth term. DuBose had unsuccessfully challenged Hardin for the presidency at the prior convention.

"We ran a grassroots campaign," said Hakey, who managed DuBose's winning campaign. "Instead from the top-down, it was from the

bottom up. The membership was desirous of a change and they wanted to see something different."

The union faced a number of fiscal challenges at the time, Hakey said, and DuBose resolved those during his single term, leaving UTU on better financial footing than before. DuBose also was elected and served as secretary-treasurer of the AFL-CIO TTD.

After his 1995 retirement, the former president continued to maintain an association with the union and lent his support to a tentative national rail contract negotiated in 2011 that won approval.

"After Tom retired, he would sit at the Alumni table at the regional meetings with **Kenny Menges** or myself," Cochran said. "Our members would enjoy Tom telling the history of our union."

Former President G. Thomas DuBose is survived by his two children, Mark DuBose (Margaret), Marty Lee (KD), and three grandchildren, Matthew DuBose, Kristin Lee, and Ben DuBose.

IN MEMORIAM

John Easley, Local 811, former vice president

Former United Transportation Union Vice President **John L. Easley** of Apple Valley, Calif., passed away Aug. 26 at age 87. A veteran of the Korean War, Easley joined the union in August 1961. Easley was elected a local chairman in the early 1960s, became a general chairperson in the 1970s and was elected a UTU vice president in 1983 before his retirement in 1995.



Easley

David Paray, Local 650, former general chairperson

Brother and former General Chairperson **David Paray** of St. Paul, Minn., passed away Aug. 12 at age 74.

He was the last Omaha Firemen's general chairman of the former CStPM&O (Chicago, Saint Paul, Minneapolis and Omaha Railway)/C&NW, later Union Pacific, which merged with GCA 225. Brother Paray served for many years as a dedicated advocate of the members of his home local and as vice general chairperson on GCA 225 until his retirement.

Last year, Local 650 also reported the passing of retired C&NW-Omaha General Chair-



Paray

man **Paul Bauch**.

"Brothers Paray and Bauch performed outstanding work to our protect workers and contracts. They led our efforts in Minnesota during crew-consist negotiations under Presidential

Emergency Board 219 in the 1980s," said former Local Chairperson and labor historian **David Riehle**. "PEB 219 was a long and difficult negotiation process. The UTU remained patient and united on the C&NW. GCs Paray and Bauch led our efforts from the picket lines."

SMART-TD has sent fraternal condolences to both the Paray and Bauch families.

Willard T. Pearl, Local 204, former vice president

Willard Pearl, 86, of Pueblo, Colo., a former vice president of the United Transportation Union, passed away on Aug. 24.

Pearl joined the union in September 1956 and was a switchman on the Denver & Rio Grande Western Railroad from 1957-1971.

He was Local 204's (Pueblo, Colo.) chairperson from 1962-1971. He then was elected general chairperson and served from 1972-1983.

He served as a vice president from 1984-1995, when he retired.



Pearl

After retirement, Pearl continued to donate to the union's political action committee as a platinum-level contributor.

Brother Pearl was also a member of the local Masons, Eagles, and Elks Lodge.

He is survived by his wife, Donna; two daughters; two stepchildren; two grandchildren and three step-grandchildren.

SMART-TD offers its sincere condolences to Brother Pearl's family and friends and all those who knew him.

Geoff Andersen, 32, helped avert Casselton disaster

Geoff Andersen, the engineer trainee who helped separate ethanol cars to avert a major rail disaster in 2013, passed away Aug. 12 from an undiagnosed heart condition at age 32.

Andersen was a member of Local 525 in Grand Forks, N.D., when he donned firefighter gear and disconnected tanker cars to prevent a fiery derailment in Casselton from getting worse. His

heroic actions received recognition on the U.S. Senate floor.

Andersen later became a firefighter in Larimore, N.D. He is survived by his wife and his 2-year-old son.

Cards may be sent to Anderson's family at P.O. Box 304, Larimore, ND 58251. A memorial fund has been set up through the First Community Credit Union in North Dakota.

Around the SMART TD

Local 1741, San Francisco, Calif.



In this photo courtesy of GCA/LCA Secretary Meghann Adams' Facebook page, members of Local 1741 demonstrate outside the San Francisco City Hall on Aug. 20.

In reaction to the San Francisco Unified School District's (SFUSD) decision to lay off about 260 school bus drivers effective Aug. 31 on the cusp of the new school year, SMART-TD members organized a large protest in front of City Hall.

Drivers, dispatchers and staff were given little notice about the sudden cuts and assembled Aug. 20 to speak out against the cuts.

"This is unconscionable. Despite preserving the wages and benefits for drivers and staff since shelter-in-place began in March, it is at this critical point that SFUSD has decided they will no longer pay until the buses are rolling again," Local 1741 President **Sharon Chappill** said. "The chaos as drivers scramble to maintain health care coverage for themselves and their families, and then switch coverage back a few



Chappill

months later when they return to work, is completely unnecessary and a preventable catastrophe.

"Other school districts in the state recognize the importance of covering their transportation contracts until students are safely phased back to in-person. But here in San Francisco, drivers are expected to wait with no wages and no health care until routes start up in a few months."

Chappill pointed out that in addition to the wages and benefit loss for the 260 workers, required training and safety certification for drivers will also be halted and that the school district is using the pandemic to resort to underpaid, non-union

workers. "The layoffs of certified unionized drivers is an excuse to bring in more underpaid, non-unionized workers. This is another blow to the proud union town of San Francisco.

"We are graduates, parents and grandparents of graduates from SFUSD. We are immigrants. We are working families representing the entire spread of diversity found in the Bay Area. We have served the city of San Francisco for 50 years. And we do not think it too much to ask that the city find a way to provide for us for a few months so that we are able to return to the job that we are proud to do."

The protest was attended by hundreds of union members and received coverage from multiple media outlets, including Bay Area television stations and newspapers.



Two Cleveland-area retirees are working to restore this B&O caboose to become a public educational display showing a Northeast Ohio city's railroad history.

Retirees help restore caboose

Two retired members of Local 284 (Cleveland, Ohio), **Don Glass** and **Jim Dembiec**, are participating in the restoration of an old Baltimore & Ohio caboose that is to become a permanent fixture at a venue in Lorain, Ohio.

Glass and Dembiec were interviewed for an article by The Chronicle-Telegram newspaper in Elyria in late June and later on television and discussed their efforts to fix up the caboose that they both said they worked aboard during their careers. Once restored, the caboose will be displayed at Black River Landing, a riverside site that hosts concerts and a transportation center for Lorain, a Cleveland suburb of about 64,000 people.

Glass retired in 2009 and Dembiec in 2018. Both worked for CSX, which donated the caboose.

"You have to be of a certain age to even remember cabooses being on trains," Dembiec told the newspaper's Carissa Woytach. "So, to be able to bring that to younger people, they understand what it's all about when they get it in their toy train set."

The pair also were interviewed by Spectrum News in late July about the same project.

To learn more about the restoration project or to donate toward the effort, visit www.loraincaboose.org.

Local 1067, Virginia, Minn.

Brother **Matt Bryant** of Local 1067 (Virginia, Minn.), his wife and their three children lost their house in a fire Aug. 14 and could use some help as they attempt to rebuild their lives.

Bryant, 34, a conductor with Canadian National, was furloughed in late May and had returned to service Aug. 10. Just four days later, he, his wife, and their three children saw their home in Carlton, Minn., destroyed.

No one was injured in the fire, as fortunately the family members were all outside of the house when it happened.



A fire on Aug. 14 destroyed the home of Local 1067 member Matt Bryant and his family, from left, Matty; wife Jenna; Emma; and Grace. Follow the QR code at left to donate online.

"They are currently waiting to rebuild, which will take some time," said Michael Strand, secretary of Local 1067.

In a display of union fraternalism, **Devin Clolinger**, an applicant to Local 1067, has estab-

lished an online fundraiser to help Brother Matt, his wife, Jenna, and their children Emma, 11, Grace, 3, and Matty, 1.

Please follow the QR code with your smart device to assist the Bryants.



Local 1344, Mandan, N.D.



Retired National Legislative Director John Risch, at right, was presented with a handmade wooden American flag by Local 1344 Legislative Representative Bryan Kocourek at the local's July meeting. Risch was given the award in appreciation for his many years of service to members. Retired 1344 President Frank Leingang crafted the flag.

Local 1006, Brownsville, Pa.

A boy's life was saved Aug. 14 and a potential tragedy averted thanks to the fast-thinking actions of **Mike Bobrosky III**, a member of Local 1006 (Brownsville, Pa.).



Bobrosky

That morning, Reese Pearson, 9, who has autism, ran off from his home in Morgan Township, Pa. His mom immediately called police, according to reports from KDKA TV-2 in Pittsburgh, and authorities began to search the remote wooded area for Reese.

Down the hill from the

home traveling the Norfolk Southern line toward Waynesburg, Pa., conductor Bobrosky and his engineer were traveling south-bound. As their train approached Wayne Tunnel near Waynesburg, Bobrosky said he saw something fouling the track ahead.

"We were coming around a bend. He was in the middle of the gauge inside the tunnel, and we dumped it into emergency," he said.

The train stopped inside the tunnel, just short of hitting the boy.

"It was inches."

After the train stopped, they alerted authorities, who had been searching for Reese for quite some time, and coaxed him aboard the locomotive.

The hungry boy received a ride to the next crossing from the crew, where authorities were waiting and reunited Reese with his worried mother.

The alertness of Bobrosky and the action he and his engineer took saved a life that day and serves as yet another example of how having two people in the cabs of freight trains makes a difference in safety, contrary to carriers' arguments.

"It was a right-hand curve – I saw him way before the engineer," Bobrosky said. "If it was a one-man crew, I don't know if the train would have stopped."

"It made a difference having two on the crew."

Local 937, Mart, Texas

The actions of Brother **Matthew Ugochukwu** of Local 937 (Mart, Texas) helped save a fellow Union Pacific employee as the men were preparing for work, it was reported on the UP employee website.



Ugochukwu

Ugochukwu, a conductor, and engineer Alan Everett were going through their job briefing paperwork on July 23 when Ugochukwu stepped away for a moment to put something in the trash can. Returning to Everett, who had begun to eat his meal, Ugochukwu noticed that Everett was gesturing and that the veins on the side of his neck were protruding.

"I knew that something was wrong," Ugochukwu said.

The conductor stepped

behind Everett and began performing the Heimlich maneuver on the engineer.

After Ugochukwu's fourth attempt at dislodging it, a chunk of food that was obstructing Everett's airway came out.

It took a few moments for both men to realize that a potentially life-altering incident had been averted.

A Christian, Ugochukwu said that it was an act of God that he was there and that he was able to act in a focused manner to help Everett.

"It could have been worse," Ugochukwu said. "We need to be in pairs

doing our job. If he had been alone, it could have been a totally different situation."

"I feel very strongly about it. The nature of our work – requires a lot of mental impact and not only that – there's a lot of physical too, with no scheduled job hours. What happened to Mr. Everett could have happened to any of us."

Both men work with the Texoma Service Unit in Fort Worth. Everett has more than 14 years of service with the carrier and Ugochukwu more than nine.

Ugochukwu's quick thinking was praised by more than 50 comments on the UP article reporting on the incident, including one that was attributed to CEO Lance Fritz.

Local 898, Boston, Mass.



IAM Local S6 President Chris Wiers and Local 898 Legislative Representative Dave Stevenson take a photo together on July 15. Stevenson drove up to Maine to support the IAM's strike.

Local 898 Legislative Representative **Dave Stevenson** and his wife, Gena, packed up their 3-year-old and 8-day-old newborn in mid-July and headed three hours north to Bath Iron Works in Maine where 4,300 Local S6 IAM machinists were on strike.

With the approval and support of New England State Legislative Director **Chris Weldon**, Dave purchased 15 pizzas for picketing workers and to help support their effort.

Bath Iron Works employees voted overwhelmingly to strike June 21, and the hard-fought nine-week strike ended Aug. 23 with the Union winning protections against expanded subcontractor use at BIW and more seniority protections.

The Local S6 members and officials greatly appreciated the support from SMART-TD, Stevenson said.

Nomination rules, election procedures for fall local elections have been released

SMART Transportation Division members are reminded that elections are scheduled to be held this autumn to fill the three-year Local officer positions described by the SMART Constitution's Article 21B, Section 56.

Positions include President, Vice President, Secretary and Treasurer, Collector (where applicable) and the three-member Board of Trustees. In addition, any existing vacancies (except for those in the positions of Delegate or Alternate Delegate) should be addressed during these elections.

As per the Constitution's Article 21B, Section 57, nomination meetings are held in October, with election tabulations conducted in November. Special instructions are provided below for Locals unable to hold a nomination meeting due to COVID-19 related restrictions.

Winning candidates assume their offices on January 1, 2021. If they are filling a vacancy, however, they take office immediately.

Candidates must garner a simple majority of valid votes cast to win election to any elective Transportation Division office. (A simple majority can be thought of as 50 percent of votes, plus at least one more vote.)

The process begins

For the Local's Secretary or Secretary-Treasurer, the election process begins with an effort to update the membership roster, ensuring accurate addresses are on file for each member. Our Constitution's Article 21B, Section 49, requires each member to keep the Local Secretary and Treasurer advised of his or her current home address. At the same time, U.S. Department of Labor regulations and the Labor-Management Reporting and Disclosure Act (LMRDA) require the Local to take steps to update addresses in advance of an election.

Members can update their address by contacting their Local Secretary, or can do so on the homepage of the Transportation Division's website at [www.smart-](http://www.smart-union.org/td)

[union.org/td](http://www.smart-union.org/td).

Even if your Local conducts a floor election, where voting takes place at a physical location rather than by mail, it's important that your address is up to date. Your Local Secretary (or Secretary-Treasurer, as the case may be) needs to mail a notice to all active members of the local to advise them, at least 15 days in advance of tabulation, that an election is to take place. The notice will indicate when and where voting will take place. (Postcards for this purpose are available for purchase from the Transportation Division's Supply Department.)

If the Local is conducting its election by mail, the ballot itself must be mailed out at least 15 days in advance of the date of tabulation, as the ballot serves as the notice of the election.

Nominations

The Secretary must post a notice at least 10 days in advance of the October nomination meeting indicating when and where nominations for affected positions will take place. They need not mail this notice directly to members.

Nominations may be made by any member in good standing from the floor at the nomination meeting. Nominations do not require being seconded. Any member eligible to vote may self-nominate. If a member wishes to self-nominate or nominate someone else, but can't attend the meeting, nominations can be entered through a petition. A nomination petition must state the name of the nominee, the position for which the member is being nominated, and must carry at least five signatures of members in good standing. No nominations can be accepted following the close of the nomination meeting.

When a nomination meeting cannot be held due to COVID-19-related restrictions, a notice of nominations must still be posted at all locations where the Local's members report for duty a minimum of ten (10) days prior to the deadline for nominating petitions to be submitted. Instead of includ-

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Nomination rules, election procedures announced for fall’s local officer elections

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ing information pertaining to the time and location of a nomination meeting, the notice should set a specific date and time whereby nominations will be closed, and must include the Local Secretary’s pertinent contact information along with instructions for submitting written nominations. In situations where nomination meetings cannot be held, it is permissible for the Secretary to accept nominations submitted in writing, via hand delivery, text, email, and/or USPS mail.

With respect to choosing a deadline for nominations, typically, this would be determined by the members present at a regular or special meeting of the Local. Where it is not feasible to hold such a meeting, the Local President, Secretary, and Treasurer should all agree on a nomination deadline that works best. As noted, the minimum mandatory notice for nominations is ten (10) days. However, given the circumstances, we recommend giving more notice. Most Locals choose a time period that is closer to thirty (30) days in advance.

If only one member is nominated for a position, that member can be declared elected by acclamation.

The scheduled elections held this autumn offer an opportunity to fill other vacancies which may exist. If the vacant position is a Local Committee of Adjustment (LCA) position, only members of that LCA are eligible to make nominations for the position and to vote in that election. In locals having more than one LCA for different crafts, the secretary will provide a separate ballot for all eligible voters of each craft working under the jurisdiction of the committee involved. Any member in good standing

with seniority in one of the crafts represented by the LCA may be a candidate for an office in that LCA.

Eligibility

To be eligible to vote, all dues and assessments must be paid within the time frame specified by the constitution. Article 21B, Section 49, indicates dues are to be paid in advance, before the first day of the month in which they are due. Eligibility to make nominations or to be nominated is similar. This means, for example, if the nomination meeting is in October, the nominator and the nominee must have paid all dues obligations prior to October 1. To vote in November, the voter must have paid all dues obligations prior to November 1.

Those in so-called E-49 status are eligible to run for office, but they cannot make nominations and they cannot vote. If elected, acceptance of pay from the company or the union creates a dues obligation.

Elections

As previously noted, candidates must garner a simple majority of valid votes cast to win election.

When it comes to handling elections for the Board of Trustees, instructions on the ballot should be included above the candidates’ names telling the voter: “Vote for three candidates.” Each member of the three-member Board of Trustees must be elected by a majority of votes cast, a requirement which frequently results in the need for runoff elections. The rule of thumb in such runoffs is that for each open position, which must be filled, two candidates will compete.

For example, if nine candidates run for a position on the Board of Trustees, and 200 valid ballots have been cast and counted in the first round of the election, each successful candidate must

receive at least 101 votes. If no candidate receives at least 101 votes, a runoff must be held.

The runoff would include two candidates for each open position. In the above example, this means the three candidates with the lowest vote totals are dropped from the ballot, and the names of six candidates appear on the runoff ballot. In the runoff, if only one candidate attains a majority of votes that means one of the three positions was filled, and there remain two Trustee positions to fill, with five remaining candidates. Of those five remaining candidates, the candidate with the lowest vote total would be dropped from the ballot, and another ballot would be issued with four candidate’s names (because there are two positions to be filled).”

More information

Members are encouraged to consult Article 21B of the SMART Constitution for information regarding elections. Unless an item within Article 21B directs you to a further stipulation outside of Article 21B, only the provisions found within Article 21B are applicable to Transportation Division elections. The Local election process is addressed directly by Article 21B, Section 57.

Election information and guidelines have been distributed to all Transportation Division Local Presidents and Local Secretaries, as well as to General Chairpersons, State and District Legislative Directors and Transportation Division International Officers.

Members can consult their Local officers to examine this information, or they can visit the Transportation Division’s website at www.smart-union.org/td, click on Local Toolbox and on the resulting page, click on “Elections.”

Special Circular No. 35 describes the constitu-

tional provisions involved in the local elections this autumn, and the pamphlet entitled “How to Hold Elections for Local Officers” gives practical, hands-on election guidance and includes samples of nomination and election notices that can be posted. The leaflet entitled “Special Instructions Related to COVID-19” provide guidance when gathering restrictions are in place.

Local officer positions

The following is a brief description of the duties of the various Local officer positions.

The Local President presides at all meetings of the Local, enforces the provisions of the Constitution and bylaws of the Local and exercises general supervision over the Local’s affairs. The President ensures that Local officers respond to inquiries from the International, and with the Secretary and/or Treasurer, files all reports required by federal, state or local laws. The President may speak on any subject before the Local, but may not vote except, in case of a tie vote, casts the deciding ballot.

The Local Vice President succeeds the Local President and fulfills the remainder of the three-year term if the Local President resigns, retires, becomes incapacitated, dies, or for some reason cannot fulfill the requirements of the position. Also, if the Local President cannot attend a Local meeting, the Vice President presides at regular Local meetings.

In most Locals, the offices of Secretary and Treasurer have been combined. The Local Secretary keeps an accurate record of all Local proceedings, receives all communications, conducts correspondence and is in charge of the Local seal and Local records. The Secretary performs the duties of

the Local Treasurer in Locals that do not provide for the separation of the offices of Secretary and Treasurer.

The Treasurer receives all monies due to be collected by the Local and provides receipts, except in cases where the Local maintains the office of collector. The treasurer holds and keeps secure all Local funds and is bonded. The Treasurer also keeps an accurate account of all receipts and expenditures of the Local on forms provided for that purpose. The Treasurer shall also remit all monies due the International to the General Secretary-Treasurer each month.

In a few instances, Locals of 50 or more members maintain the office of Collector. The Local Collector receives all money due the Local and provides receipts. Prior to the first day of each month, the Collector reports to the Local Treasurer all the money received during the current month and gives the amount collected to the Local Treasurer.

The Local Board of Trustees supervises the financial affairs of the Local. Upon approval by the Local, the Board has authority to rent, lease, or purchase property, office equipment or other necessary supplies. The Board meets in January of each year for the purpose of auditing the annual report of the Treasurer and verifying bank balances and cash on hand.

Questions?

There are many provisions not covered by this article, including those that address candidates’ rights and permitted means of campaigning. Those with election questions are urged to call the Transportation Division office at 216-228-9400. It’s always easier to address issues in advance than after the fact.

COVID concerns cancel annual rail reunion dinner

Retiree **Harry Garvin** reports the Rail Reunion Dinner traditionally held at Sierra Lakes Golf Club in Fontana, Calif., has been canceled this year because of COVID. It would have been the 20th annual event.

“I’ll keep it on the books for Nov. 5, 2021,” Garvin said.

Retired Amtrak conductor Weaver featured in video presented at DNC

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Weaver has had a long relationship with the former senator and vice president, even introducing Biden and former President Barack Obama as they took a train ride to their first inauguration in January 2008, an event that was featured in the February 2009 issue of the SMART-TD News.

Another instance of Biden’s concern came after he heard that Weaver had had a heart attack, Weaver recalled in the video.

“I was in a barber shop in New York City and the phone rings,” Weaver said. “And sure enough, it’s Vice President Biden asking how I’m doing — wanted to know the whole story. Kind of funny that you’re talking to the Vice President of the United States, but if I would have told the people in the barber shop, I don’t think they would have believed me.

“I’m not saying like it was me and I’m anything special. Everyone was special to him. We have heroes all over this country ... the average guy is important to him.”



Follow the QR code with your smart device to watch the video featuring Brother Gregg Weaver.