



Transportation Division News

Volume 52 • Number 3 • April - June 2020

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

TRANSPORTATION DIVISION PRESIDENT'S COLUMN

A victory achieved in the House



By Jeremy Ferguson

Brothers and sisters,

In chemistry, there's a procedure called a litmus test where a piece of treated paper is dipped in a liquid solution to reveal what the nature of that liquid is. If the paper turns color, the mixture

is either acidic or basic. If it doesn't turn color, the mixture is neutral.

Many years of meeting with legislators discussing the issues of transportation workers — operator safety, crew size, the degree (or lack of)

federal oversight — and the actions of the current presidential administration have laid the foundation for our own litmus test of sorts.

We have a bill — the Moving Forward Act — that replaces and improves upon

a prior surface transportation funding bill called the FAST Act. Through the diligent work of our National Legislative Department, this important legislation has passed the U.S. House of Representa-

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COVID-19: THOSE WHOM WE HAVE LOST

At the time of this newspaper's publication, SMART-TD offices had received a number of reports of active members/retirees who had passed away due to the coronavirus. They will not be forgotten.



Joseph Hansen, pictured above with his grandchildren, a conductor out of Local 60 (Newark, N.J.) worked for New Jersey Transit (NJT), and had been a SMART-TD member since November 1999. He died April 7 at age 62 from

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Brother **Stephen McFadden**, 51, of Philadelphia, and a Southeastern Pennsylvania Transit Authority (SEPTA) conductor, died April 30 from COVID-19. He had been a member of the union since September 1991.

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Brother **Michael A. Hill**, pictured above with Local 61 Legislative Representative **Nichelle Miles**, was a 30-year member of SMART-TD and worked for the Southeastern Pennsylvania Transit Authority (SEPTA). He died of COVID-

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THESE AND OTHER REMEMBRANCES CONTINUE ON PAGE 9

2020 Regional Meeting canceled

CLEVELAND, Ohio — Unfortunately, due to the effects of the COVID-19 pandemic, including the state of Ohio's orders regarding distancing and meetings, we have had to cancel the 2020 SMART Transportation Division Regional Meeting.

Accordingly, please disregard the registration information printed in the February/March SMART Transportation Division News. That particular edition of the union newspaper was published and distributed prior to the decision to cancel.

For anyone who had already registered, a refund of the registration fees was made. Those who had registered electronically would have had a full refund auto-

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Inside this issue of the SMART-TD News

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Around the SMART TD

Local 281, Milwaukee, Wis.

Demetrios Vatisas, secretary and treasurer for SMART Transportation Division Local 281 (Milwaukee, Wis.), discussed working as a Metra conductor during the coronavirus pandemic with a Chicago-area newspaper.

Vatisas has been S&T for his local since February 2019 and a TD member since 1997.

“I’ve been doing this for 24 years, and I’ve never seen anything like this,” Vatisas told Daily Herald of Arlington Heights, Ill., reporter Marni Pyke. “It is extremely weird. We’re so used to working hand-in-hand,



Vatisas

side-by-side. This is our family away from home.”

But there is a sense of anxiety when reporting for and performing service these days, especially when boarding what can only be described as ghost trains, Vatisas said.

Metra ridership had fallen a staggering 97% since a stay-at-home order was enacted by Illinois’ governor in March, but Vatisas said that new bonds are being formed, albeit at a safe social distance.

“I see concern, but I also see compassion,” Vatisas told Pyke.

Local 1892, Houston, Texas

Prior to the COVID-19 pandemic, members attended a meet-and-greet with Harris County Judge Lina Hidalgo organized by the Gulf Coast Area Labor Federation, AFL-CIO.

“We had the opportunity to speak with Judge Hidalgo about our current working environment with the carriers,” said local S&T **Robert Maldonado**. “I spoke about our current contract negotiations and the carriers working to eliminate working personnel on trains and what we, collectively, are fighting for.”

Also discussed were Houston and Harris County’s status as “high threat urban areas” as rails crisscross the city and county

Another piece of news submitted by S&T Maldonado: Local 1892’s **Daniel Sitchler** retired after 20 years of service. He worked an RCO trim job at Englewood Yard in Houston for the Union Pacific Railroad and was a member of the union for his whole career. SMART-TD wishes Brother Sitchler a long, happy and healthy retirement.



Eddie Gonzalez and Rico Sanchez from SMART Local 54, TD Local 1892 S&T Robert Maldonado, Vice Legislative Chairperson Keith Green and Legislative Representative Rep Butch Boggess meet Judge Hidalgo in February.

with dangerous chemicals on these trains, blocking crossings for long periods of time and putting the safety of employees, the public and communities in peril.

“We were able to spread this message to about 75 union labor leaders in attendance,” Maldonado said. “Judge Hidalgo encouraged us to stay in contact.”



Pictured, from left, Local 1892 S&T Robert Maldonado, Billy Putt, supervisor Mike Azzarello, Carlos Sanders, Dan Sitchler, and Local Chairperson Jim Boehm celebrate Sitchler's retirement.

Local 891, Whitefish, Mont.

Local Chairpersons **J.B. Johnson**, **Ryan Hedgecock** and others led a food drive for North Valley Food Bank in Whitefish.

“We are proud to be moving America’s much-needed supplies through these trying times,” the local’s leaders said. “Our members are working and wanted to help those in need who are less fortunate.

“We are SMART-TD



Social-distancing protocols were indeed followed as food and a check for \$300 were donated by Local 891 members to the North Valley Food Bank in May.

PROUD, and our intent was to help as many families as we can by this donation, with more to come.”

Presidential aide Horvath retires after 39 years

After nearly four decades of service to members and numerous administrations in various roles in both the SMART Transportation Division’s Public Relations and the President’s Department, Senior Administrative Assistant to the President **John Horvath** is calling it a career.

Starting May 1, the office won’t echo with his impassioned readings of Article 21B of the SMART Constitution as he provides guidance to those in need, and his gregarious conversations throughout the office will be missed.

“John has certainly left an enduring mark on how this union has been run,” said SMART Transportation Division President **Jeremy R. Ferguson**. “His experience as a communicator and his constitutional expertise provided a great depth of institutional knowledge. He’s going to be missed tremendously.”

Horvath started out with the then-United Transportation Union on Jan. 5, 1981, in the Public Relations Department after getting a journalism degree from The Ohio State University. For 14 years in the department, his special focus was on the alumni program, including multiple rebrandings. He also helped produce communication vehicles for the union, including the UTU News and UTU calendars, through five presidents’ administrations — from **Fred Hardin** to **Paul C. Thompson**, always focusing on members’ stories and what mattered most to them.

“In my own past, I had some difficult jobs — I saw the need for dignity and a fair shake for the worker,” Horvath said. “I felt it was the ideal job for me. I wasn’t looking for a job, I was looking for a career, and that’s what I got.”

In 2007, he moved on to the President’s Department where his primary focus became the union’s constitution. His communications role already had allowed Horvath to acquire in-depth knowledge about union operations, and it was easy for him to adjust to the new role.

On the cutting edge of organizational functions in the President’s Department, Horvath was able to provide steady guidance to his co-workers across multiple departments. When confronted with a question regarding Local governance, Horvath always was able to provide the evidence to resolve the situation with his trusty copy of the constitution at hand, occasionally with the flair of an orator.

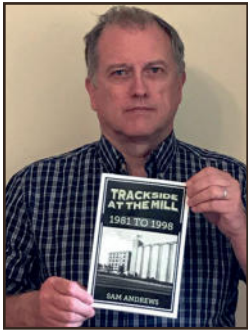
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The staff of the SMART-TD President’s Department pose for a photo before the start of last year’s Transportation Division Convention in Las Vegas. From left are Ralph Leichter, John Horvath and Jeff Brandow. Horvath retired May 1 after nearly 40 years with the union.

Local 794, Wellington, Kan.

Retiree **Sam Andrews** has authored "Trackside At The Mill: 1981-1998," which centers at the former Santa Fe hub of Newton, Kan., and covers how the railroad served the large Cargill flour mill, which turned 100 years old in 2018. How Santa Fe/BNSF switched the mill, the type of flour Cargill made, who bought the product and where the loads went are included as is a history of changes to the milling and railroad industries.



Retired member Sam Andrews holds the book he wrote.

Railroads such as the ATSF, MP, UP, SP, BNSF and Amtrak that ran through Newton are discussed. "This can be classified as a book dealing with the decline of small-town America," Andrews said. "Just about everything of detail has now become obsolete to history." Anyone with an interest of railroad history and those carriers that have been merged away will find this soft-cover, 125-page book a worthwhile read, Andrews said. To purchase a copy, send a check or money order of \$20 post-paid to Sam Andrews, 1201 W 27th St. N., Wichita, KS 67204 or you can email Brother Andrews at sfbrknn@cox.net.



Dustin R. Wyatt, injured in a roadside accident May 18, was hospitalized and has recovered sufficiently to return home. An online fundraiser for medical costs has been established at [GoFundMe.com](https://www.gofundme.com/f/7c4qk-medical-fund-for-dustin).

Fundraiser established for member hurt in Louisiana roadside accident

Dustin R. Wyatt, most recently a member of Local 1574 (Portland, Ore.), was injured May 18 in a roadside collision near New Orleans, La., as he stopped to provide roadside assistance during an automobile crash. The 31-year-old husband and father of two was left in critical condition after he was struck in a second collision and hurled 50 feet down from a bridge into a marshy area, breaking multiple bones. His condition has improved and he continues to recover at home. An online fundraiser has been established to assist with his medical costs. "It is truly a miracle that he has survived," his wife, Samantha Wyatt, wrote

in a message on a GoFundMe post. "We have been faced with an event that will change Dustin's life forever, threatening the career he has worked so hard for and many other goals in the future that he had his eye on." Brother Wyatt has been a member since November 2018 and works as a trainman/brakeman for Union Pacific. He and his family had recently moved from Washington state to Lafayette, La. He was in the process of transferring into a new home local. "Please help donate to the cause. All money will be used for medical bills and rehabilitation," Samantha Wyatt wrote. The URL is www.gofundme.com/f/7c4qk-medical-fund-for-dustin

RR safety waivers extended

The Federal Railroad Administration (FRA) extended safety waivers to the Association of American Railroads (AAR) and the American Short Line and Regional Railroad Association (ASLRRA) in the early stages of the coronavirus pandemic recently, again favoring the material concerns of carriers over the safety of America's rail workers and of the general public. The extension runs until the earlier of when the emergency declaration is lifted, or 60 days from letters dated May 21 to the AAR and ASLRRA by the agency governing safety on America's railroads. The broad waivers concerning numerous safety regulations and training requirements were initially set to expire in May and June. The leaders of SMART-TD and the Brotherhood of Locomotive Engineers and Trainmen objected to the lengthening of these waivers that they had described as "alarming" when first initiated. "The agency continues a pattern of FRA appeasement to the carriers," said SMART-TD President **Jeremy R. Ferguson**. "Essential safety tasks once again are being deferred with regulators' blessings while the agency could not be bothered to enact an emergency order to hold carriers accountable to Centers for Dis-

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Local 1315, Covington, Ky.



From left, Local Chairperson Jeremy King; President Christian Miller; Legislative Rep Scott Chitwood and S&T Cory Lawrence at the Hollywood Regional Meeting in 2018.

The local mourns the passing of President **Christian Miller** on April 24. Brother Miller served as president for eight years and also served as alternate legislative representative since 2012. "Chris Miller was an amazing friend to many and an out-

standing president and delegate for Local 1315," local leaders said. "He took pride and countless hours with phone calls trying to make our local a better union. Chris, let your wings fly, our brother — you will be deeply missed by many."

2020 Regional Meeting is canceled

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matically returned to the card that was used to make their registration. If registration was paid by a method other than credit card, refunds were also disbursed. As a reminder, please note

that members are responsible for the cancellation of their personal travel and hotel reservations. For any questions regarding refunds of Regional Meeting registration fees, please contact the TD main office at 216-228-9400.

Local 577 member dies in accident

Kenneth "Bubba" Clark, a member of Local 577 (Northlake, Ill.) was killed on April 23 in an accident while working in Proviso, Ill. Clark, 53, hired out on Nov. 30, 1998, and joined the union in June 1999. A conductor for Union Pacific, he worked in the Chicago Freight Terminal. SMART-TD offers its sincere condolences to Brother Clark's family and friends as well as to Local 577.



Clark

American Products has protective masks

Bulk quantities of face-masks are available through American Products Inc., an endorsed SMART Transportation Division vendor. There are two style options — one with a washable filter insert and a second single-layer cloth mask. These are customizable and available in minimum quantities of 50 from the vendor. Contact Sherry Schirripa (sschirripa@comcast.net) or Vicki Harrington (vharrington@atc-ny.com) if interested in placing an order. Visit smarttdmerchandise.com for more information.

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SMART GENERAL PRESIDENT'S COLUMN

Union with you in crisis as others cast safety aside

Brothers and sisters,

The last few months have been some of the most challenging times facing working families in recent history. It did not have to be this way. Unlike the response from many U.S. allies around the world, the Trump Administration was slow to acknowledge and respond to what it knew would be a pandemic coming to our shores. The administration has clearly demonstrated a lack of leadership and, in some cases, effectively gone missing as crisis after crisis confronted the nation.

Today, we look back at six long months which saw a virus take the lives of 120,000 Americans. The slow federal response contributed to further pain, as over 2.4 million have now contracted the virus in the



By Joseph Sellers Jr.

United States alone.

To put it into perspective, the Americans we have lost equals the number of Americans lost during WWI. This is not insignificant; each person represents a family that suffers the loss of a loved one and a unsettled grieving process.

The slow response also is reflected in the lack of priority given to the safety and well-being of frontline essential workers who have kept America running during this tragic pandemic. Nothing exemplifies this more

than the Trump Administration's response to our safety, as shown with its quick approval of a relaxation of safety standards for U.S. railroads in April. This put the health and livelihood of every railroader and their families in jeopardy — with the same lack of attention to safety also affecting bus and transit operators as well, all in service to the profits and operations of the carriers. This is unacceptable under any circumstance, made further egregious by the presence of a pandemic.

This disregard for the health and well-being of working families is not just contained to the railroads. Unemployment payments for millions across the United States were delayed or the systems crashed, as seen in Florida, where little

effort was placed on the needs of working families by conservative politicians in that state. Stimulus checks to families in need were delayed and, in many cases, not enough. At the same time, Wall Street was able to cash in on trillions of stimulus dollars.

The pain and suffering across our nation has not ended.

As I write this, protests continue in the United States. We have seen clashes that have turned ugly and violent. SMART stands in sympathy with the family of George Floyd and all those who tragically lost their lives. We stand united with those who are committed to peaceful struggle towards racial equality for all. And we equally stand against those who uphold

racism, bigotry and violence.

At a time of multiple national crises, American leadership is gravely lacking, as the president of the United States chooses to divide and inflame tensions to serve his personal ambitions and re-election, rather than lead an anxious nation.

In four months, we can change the situation. I strongly urge every member to apply for mail-in ballots wherever you live. Sign up for text alerts by texting SMART to 21333 (message and data rates may apply). We will provide you with voting information in your state and connect you with resources to apply for absentee ballots and mail-in voting. With uncertainty facing the United States and

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Bus Department News

A message from your Bus Department leadership

During these trying times, I would like to thank you all for your commitment and dedication as essential employees by providing transportation in your cities during this national emergency. As we have learned while working through this pandemic, it's especially important to protect yourself and limit your exposure to COVID-19 when possible to control the spread of the virus.



Hughes

We are diligently working on fighting for better safety conditions for our members in the workplace. On local levels, we are ensuring that employers are complying with safety guidelines recommended by the Centers of Disease Control and Prevention and the federal government. We insist they provide personal protection equipment (PPE), creating a six-foot buffer for operators' protection, using rear doors for entering/exiting and installing workplace guidelines for your safety.

On a national level, we are requesting the Federal Transit Administration (FTA) to set mandatory safety standards for frontline transit workers concerning safety, pay and urging agencies to minimize

exposure to operators. We are also petitioning Congress to strengthen the CARES Act for continuous pay for our school bus operators due to school closures related to the coronavirus. Thanks to all our officers and members who are making efforts to ensure the membership's safety and well-being. Some have gone above and beyond by ensuring PPE is available for their membership.

Also, I would like to acknowledge North Carolina State Legislative Director **Ron Ingerick** for sending out blast emails and texts to Bus Department members by keeping everyone updated in real time.

As some states are starting to go into different phases of reopening, remember we all need to continue to protect ourselves during these times until we all can get back to some type of normalcy.

Stay safe and well!

Fraternally yours,
Alvy Hughes
Vice President, Bus Department
SMART-TD
ahughes@smart-union.org
216-287-3059

RRB 'enhanced' benefits from CARES Act paid

The Coronavirus Aid, Relief, and Economic Security Act, or CARES Act, authorized a "recovery payment" for unemployed railroad workers in the amount of \$1,200 per two-week registration period. After making necessary programming changes to claims processing systems, the U.S. Railroad Retirement Board (RRB) started making the payments May 28.

In the initial round of processing, the agency made retroactive payments of \$1,200 per two-week registration period to individuals who had previously filed claims beginning on or after April 1. Those individuals had previously received unemployment insurance (UI) benefits in the amount of \$733.98 to most claimants. The RRB estimates that the total amount of retroactive payments will be about \$32 million. While the regular UI amount of \$733.98 is reduced from \$780 due to sequestration, the additional

\$1,200 recovery payment is not subject to reduction. However, it is subject to income taxation and garnishment for tax and other legally established debt.

Once these payments are completed, the RRB plans to start paying the additional \$1,200 for new benefit claims the following day. The additional amount is payable on claims for days of unemployment through the two-week claim period beginning July 31, 2020.

The CARES Act includes an appropriation of \$425 million to pay for this added recovery payment. If these funds are exhausted before August 13, the end of the last eligible registration period, the added payment will no longer apply.

The CARES Act also authorized payment of extended benefits to rail workers who received UI benefits between July 1, 2019, and June 30, 2020. The RRB started paying extended UI benefits May 11.

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Please recycle

President Ferguson’s column: We achieved a victory in U.S. House with passage of H.R. 2

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tives.

It makes two people on freight crews required nationally. It protects bus operators from assault. It funds Amtrak, reeling from the coronavirus, so that the nation continues to have passenger service and the jobs and economic benefits that come with it.

All of the details about this bill are widely available through our website and elsewhere.

We’ve worked many years on these issues AND this has now cleared the U.S. House of Representatives through your concerted effort and outreach. This is a victory that has never been achieved in the more than eight years we’ve attempted to get a federal law passed and it is your unity and focus that made it possible!

So one component of this test is already clear: Democrats in the House were responsible for including those provisions that we worked hard to have included in the bill. They were largely responsible — 220 Democrats voted for the bill — for its passage. (I will note that three Republicans voted for H.R. 2 as well. Two Democrats voted against the bill.) By supporting or rejecting the act, representatives showed their true allegiance to our issues. What happens to the bill in the Senate remains to be seen, but the Republican leader has called it “nonsense” and has vowed to kill it.

And while this legislation provides a litmus test of Congress, we don’t need one for the president.

We’ve already seen what his attitude toward our membership is through the conduct of his Transportation Secretary and hand-picked Federal Railroad Administrator. These are the agency leaders who have said that two people on a freight crew has no effect on safety, who haven’t extensively pushed for carriers to protect bus and transit operators even before the pandemic, who think that old brake technology isn’t worth upgrading because of the cost to rail carriers.

Federal agencies under this president’s control haven’t required carriers to take enforceable measures to provide personal protective equipment (PPE) to transportation workers. They are giving free rein for companies to try to automate transportation jobs out of existence.

Members have expressed their anger at the fumbling response of federal agencies to protect workers during a pandemic. They’ve expressed outrage over the disregard for safety procedures being exhibited by some of those same federal agencies. They have told General President **Joe Sellers**, the SMART-TD National Legislative Department, the SMART General Executive Council and other SMART Transportation Division leaders that they have seen enough.

That is why we’ve endorsed presumptive Democratic nominee Joe Biden for president in November. In a video message to all SMART members, the former vice president pledged to “never let us down,” promised to support efforts at strengthening labor and foresees a second American railroad revolution. In one three-minute-long video, Biden’s message provides a welcome and steady contrast to the pointed, angry and lurching reactions we’ve observed from White House leadership staggering its way through crisis after crisis and governing in 140 characters per tweet.

The video is a good sign that the Biden campaign is on the right track to understanding our needs. More constructive back-and-forth between your union’s leadership and the Biden camp will follow. Your voice will be heard by the former vice president and not be met by the stony silence a CEO in his plush office reserves for those he views as nonessential.

The pandemic has brought out the best in our members while in some other people, we’ve seen less-than-favorable traits exposed. Changes we had sought to keep transportation workers and the users of buses, passenger rail and public transit safe from infection did not come without resistance, but that is to be expected when people in power see workers trying to provide for themselves and

their loved ones as “human capital stock.”

COVID-19 has been a source of great disruption through every aspect of life in our nation and the entire world since March. We’ve seen thousands of people perish, including SMART Transportation Division members, and economic devastation. We’ve seen millions of jobs lost and continued political division over how the coronavirus has been handled on a state-by-state basis.

The process of readjusting our lives, our union and our industry is going to be ongoing. The way we do things has changed and will alter. Members are encouraged to follow the safety guidelines put forth by the CDC, and state and local health authorities as we collectively take those tentative steps toward a rebound from the shock of this global crisis.

It’s no secret that the transportation industry has been staggered by COVID-19. Service in many areas was brought to a halt or severely curtailed. Fundamental changes were made in bus service on our properties, and we’ve had operators quarantined from coast to coast. Transit was reduced to a shell of its former self in metropolises as ridership plummeted. Freight traffic, already lower from 2019 levels before the pandemic hit, fell by more than 20 percent.

Yet through this downturn, our SMART-TD members still

showed up. We were essential as the pandemic began. We remained essential as COVID-19 spread. We will continue to be essential whenever the plateau is reached and the coronavirus begins to decline in the U.S.

We will stay essential throughout. We will all be essential in November.

I wrote in the last edition of the TD News the following:

“Now more than ever, I am honored and humbled to serve as your President. I have an immense sense of pride and respect for all of you who continue to place yourselves in harm’s way, doing what many are not capable of doing.”

This remains unchanged.

Brothers and sisters, there’s work to be done as we continue to make our way through the pandemic and other upheaval. We need to get the Moving Forward bill passed. If it does not pass, then we need to hold those who are against us and our continued safety and well-beings accountable on Election Day so that those needs are met in the near future.

We will not be deterred from achieving what others before us and what we ourselves have fought for — now or in the coming months.

In solidarity,


President,
Transportation Division

State Watch

News from SMART TD State Legislative Boards

Ohio

SLD Stu Gardner retires

COLUMBUS, Ohio – As all great stories must come to an end, on May 1, **Stuart Gardner** retired from his position as Director and Chairman of the Ohio State Legislative Board. Brother Gardner wrapped up his 46-year railroad career by handing the reins of State Legislative Director over to longtime Assistant Director **Clyde Allen Whitaker**.

Stu was born and raised in Cleveland, Ohio. From a young age, he valued the vision of solidarity, gaining those roots by becoming an Eagle Scout in 1969. He enlisted as a Seaman’s Apprentice for the United States Navy in 1972 and served on the Fast Combat



Now-retired Ohio State Legislative Director Stuart Gardner, right, receives an award from his successor, Clyde Allen Whitaker during a retirement celebration for Gardner.

Support Ship USS Detroit from January 1973 to September 1973. From an early age, his discipline and tenacity paved the way to a lifelong career in helping

others achieve a better way of life.

Railroading was in his blood. His father was an

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Minnesota

Qualy pulls the pin

Longtime Minnesota State Legislative Director **Phillip Qualy** retired May 31.

“All mainline switches lined back, and I can see the Yard Limit Board,” he said with a grin on his face as he prepared for his departure.

Phil hired out on the Chicago & North Western with a July 23, 1980, seniority date. He began his union career in 1987 when he was elected legislative representative for UTU Local 757 and held numerous positions over the years leading up to his election as Minnesota State Legislative Director in 2004.

Some people slow down as they approach retirement and slide out the door. Not Phil. He worked with a passion and purpose even into the wee hours of the morning on June 1, sending emails all night while Minneapolis was locked down under curfew and literally burning.

His advice to incoming Minnesota State Legislative Director **Nick Katich** was simple yet profound.

“You gotta stay united. Keep the bills paid, but most important, you gotta stay UNITED!”

The Minnesota State

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Louisiana

Louisiana State Legislative Director **Chris Christianson** reports that legislators in his state have introduced a two-person crew bill – HB-776 – in the state House of Representatives and that the bill has been advanced for consideration by the House Transportation and Infrastructure committee.

The bill, as currently written, requires two persons on all freight trains with the exception of hostler service or utility employees.

The bill also provides for penalties if carriers choose to violate the bill after it becomes law. For a first offense, carriers will be charged a minimum of \$500, but not more than \$1,000. A second offense increases the minimum to \$1,000,



Christianson

but not more than \$5,000 when the second offense is committed within a three-year period. For three or more violations, the bill provides for a minimum penalty of \$5,000, but not more than \$10,000 per offense within a three-year period.

The COVID-19 pandemic has made the timeline for the bill’s consideration unclear, but the State Legislative Board will reach out to members for mobilization.

“We have a tough road ahead of us getting it passed with everything that is going on with COVID-19, but we are not going to give up,” Christianson said. “Right now, getting it moving in the Legislature will depend on how much time we have when the Legislature reconvenes.”

Kansas



Pictured, standing, from left, are state Rep. Mike Amyx; state Rep. Ruy Xu; SMART-TD SLD Ty Dragoo; state Sen. Dinah Sykes; state Rep. Susan Ruiz; state Sen. Tom Hawk; state Rep. Tim Hodge; state Rep. Dennis Highberger; and state Rep. Cindy Neighbor. Sitting, from left, state Rep. Stephanie Yeager; state Rep. Freda Warfield; state Rep. Stephanie Clayton; state Rep. Jarrod Ousley; and state Rep. Annie Kuether.

State Legislative Director **Ty Dragoo** met with legislative members of the Kansas House and Senate for a “State of Rail” meeting at the Kansas State House and briefed them on concerns related to our membership.

“The legislators were very involved in the discussion and had some great questions,” Dragoo said. “We fully expect that legislators in Kansas know our issues.”



Pictured, from left, are Assistant State Legislative Director Chad Henton; Assistant Kansas State Legislative Board S&T Mike Scheere; Gov. Laura Kelly, Kansas State Legislative Director Ty Dragoo; and Kansas state Sen. Anthony Hensley.

Prior to the pandemic, representatives of the Kansas State Legislative Board attended the annual Washington Days where Gov. Laura Kelly spoke and representatives from the board continue to work closely with Kelly and Senate

Minority Leader Anthony Hensley. Dragoo also has been serving on the Kansas Economic reopening committee selected by Kelly, who says reopening the state from the pandemic will be gradual and not as simple as “flipping a switch.”

Illinois



Pictured from left to right at the quadriennial reorganization of the Illinois State Legislative Board in February are board members Alternate State Director Jordan Boone of Local 445; Vice Chairperson Jarrod Hudson (Local 453); State Legislative Director Bob Guy (Local 234); state Rep. Jay Hoffman, who sponsored the state’s successful two-person crew legislation; Assistant State Legislative Director Joe Ciemny (Local 1534); Chairperson Jeff Votteler (Local 1597); and Secretary Dennis Nee (Local 1895).

Washington, D.C.



The Washington D.C. Legislative Board’s reorganizational meeting was held at the SMART office in Washington, D.C., with General President Joseph Sellers, Jr., and members of the National Legislative Office, including Alternate National Legislative Director Jared Cassity, in attendance.

John Horvath, aide to TD President, retires

Continued from Page 2

“John is a brilliant person and working with him was a valuable experience. I was truly fortunate to have someone so knowledgeable to learn from,” said **Ralph Leichter**, an administrative assistant in the President’s Department who worked alongside Horvath. “He truly cares about our members and set high standards for the support we provide. I look forward to continuing our friendship, and I wish him a retirement that’s as gratifying as his years here at SMART.”

“I am very fortunate to have had the opportunity to learn from John, and I am honored to have worked alongside him for the last five years,” said Administrative Assistant **Jeff Brandow**. “His passion for

the union labor movement and his dedication to our members is absolute, and I am certain that many of our members will agree when I say we owe John a debt of gratitude for imparting some of his knowledge to us. It’s going to be quite an adjustment not having him in the office every day.”

In retirement, Horvath said he has no immediate plans other than to spend time with his wife of 37 years, Cheryl, and to continue to play guitar as long as his health allows — he’s been known to gig around the Cleveland area on occasion.

The SMART Transportation Division wishes John the very best and a long, happy and healthy retirement.

Federal Railroad Administration extends waivers

Continued from Page 2

ease Control and Prevention minimum health and safety standards for employees during the COVID-19 pandemic.”

The waiver extension, granted nine days after the AAR’s petition to renew, cover regulations governing:

- Periodic track inspections
- Training
- Quick tie-ups
- Locomotive and conductor certification
- Territorial qualifications

Conversely, SMART-TD and the BLET jointly petitioned FRA to respond to the pandemic multiple

times in March seeking emergency orders to improve working conditions and to better protect workers from potential infection by requiring carriers to adhere to basic CDC protocols.

The agency, however, declined to put its full regulatory power on the side of protecting essential transportation workers.

“The continued pattern of rubber-stamping requests by carriers while unabashedly coming up short for the essential workers who have continued to show up and work through the pandemic shows where FRA’s priorities are,” the union presidents said.

Ohio SLD Stuart Gardner retires

Continued from Page 5

engineer for the Nickel Plate Road working Cleveland to points east and west. Stu's railroad career began in April 1974 when he hired out of Bellevue as a brakeman for the Norfolk and Western Railway. He soon advanced to road conductor in 1979 and finally locomotive engineer in 1992.

Brother Gardner has been a member of Local 225 in Bellevue from his first day on the job. Always an active member, he ran for legislative representative in 1991 and joined the Ohio State Legislative Executive Board in 1996. In 2012, Stu was elected SLD and chairman and took a leave of absence to work full-time, making sure that the interests and concerns of the members were heard.

As director, Brother Gardner became a well-known face at the State House. From reaching across the aisle to better our jobs in both safety and job protection itself, he has given countless hours serving the member-

ship behind the scenes as well as giving testimony for Ohio's House Bill 186, ensuring two-person crews.

To honor his valuable service, an award was designed by state board members and created by Sheet Metal Local 24 in Columbus. This one-of-a-kind award was given to him on his last day to show our gratitude for his unwavering loyalty to union members. The board thanks **Jeff Rush** and the members of Local 24 for making this a reality.

Stu is not only leaving a legacy, but a standard that the Board plans to keep on track and move forward with a vision of solidarity and "Progress Through Unity."

Though we stated that all great stories must come to an end, Stu's new chapter is just beginning. He and his wife Geralyn have two daughters, one son and two granddaughters to share many more years of great memories.

Highball and happy retirement Stu!



Social distancing protocols were observed as incoming State Legislative Director Nick Katich presented the retiring Phillip Qualy his brass lantern by using a switch broom.

Minnesota SLD Phillip Qualy pulls the pin

Continued from Page 5

Legislative Board was proud to present Brother Qualy with a brass lantern honoring his work and leadership.

"Phil has been an exceptional mentor, brother, and friend," said Katich, "We will all have stories to share for years to come of that time Phil..."

Qualy, who sent his last email at 3 a.m. on what was supposed to be his

first day of retirement had this to say to his union brothers and sisters:

"Thanks to each and every UTU-SMART-TD member, bar none, for your support over the past four terms," he wrote. "It has been a privilege to serve and pleasure to work with all of you."

Thank you, Brother Qualy, for your years of dedicated service!

Sellers: Union with you in crisis

Continued from Page 4

the risk of the pandemic persisting for some time, it is imperative you prepare yourself ahead of an election that represents a clear difference in how we chart the course of the future of our nation.

Remember, this is your union. Our highest priority is your safety and your well-being. Please stay safe.

Fraternally,

Joseph Sellers Jr.
General President, SMART



Take a shot to get in the calendar!

We're looking for photo submissions from SMART TD members and alumni of buses, light rail, planes or trains for the 2021 alumni calendar. Email your high-resolution horizontal photos to news_TD@smart-union.org or mail hard copies to the TD's office along with details about what's going on in the photo. If your pic is picked, you get copies of the alumni calendar to share.

The deadline is Sept. 18!

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

Vice GC to NS boss: If we're 'essential,' then you should treat us accordingly!

The CEO of Norfolk Southern, James A. Squires, asked employees for feedback concerning the carrier's responsiveness to the COVID-19 pandemic. SMART Transportation Division has been gathering reports about how carriers are complying during the outbreak of coronavirus. As one of those employees who has been deemed "essential," SMART-TD Vice General Chairperson **Robert M. Levkulich** (GCA-898) sent the following email to NS's top boss to express his opinion, which is reproduced here with Brother Levkulich's permission:

Mr. Squires, as the outside world continues to spiral out of control, it feels as if it's just another day along the railroad. As Transportation employees, we read daily updates that Norfolk Southern has taken to protect its office workers, in Atlanta and Norfolk, but in yard offices around the system, it's business as usual.

For conductors and engineers operating across Norfolk Southern, we have been categorized as an essential part of our nation's infrastructure, and essential in the fight against Covid-19. Since conductors and engineers are deemed essential, then so should our safety and well-being.

Norfolk Southern used to prioritize the safety of its employees, but recently the only priority has been to get to a 60 OR. I

We have seen drastic financial loss due to the 'chase for a 60 OR' and now with COVID-19 and closures, we have taken another hit.

have visited numerous yard offices, and I've seen a lot of things that impressed me. But these were from individuals. I saw a conductor who brought masks his wife and kids had sewn in for his fellow crew members. I saw an engineer carrying in bottles of home made hand sanitizer to distribute in the yard office. And finally I saw a Road Manager that was carrying in an arm full of sanitizer that he used his own money to pay for. These individuals taking care of each other are inspiring stories but are void of Norfolk Southern.

Companies across this nation are stepping up to show their employees they care. As Transportation employees we have seen drastic financial loss due to the "chase for a 60 OR" and now with COVID-19 and closures, we have taken another hit.

Ally Financial took unprecedented steps to show its 8700 employees they care. Below are excerpts from Forbes Magazine article dated 4/6/20:

All employees making \$100,000 or less in annual base compensation will receive a \$1,200 tax-free financial assistance payment to help

cover unexpected costs related to working from home.

Ally added 100% coverage for diagnostic testing and the associated visit related to COVID-19.

Immediate paid medical leave for any employee diagnosed with COVID-19.

Expanded childcare support: When daycare or adult/elder care arrangements are disrupted, Ally will cover 30 uses of emergency care.

Employees with monthly or quarterly incentive plans were assured that Ally would account for COVID-19 impacts to operations.

Access to free mental health professionals, via phone or text, through the Employee Assistance Program.

100% coverage for virtual doctor visits and online health care services.

Paid caregiver leave for employees caring for an ill family member.

Well-being modules and challenges geared to staying physically and mentally healthy at home

These are great examples of what a company can do to protect its employees.

So, Mr. Squires, my question is, What will Norfolk Southern do for its most valuable, and essential employees?

Robert M. Levkulich
Vice General Chairman
Southern Lines GCA-898
SMART Transportation Division

GUEST COLUMN

Get the hell up and let's go!

I want to know who to blame. Really, whose fault is this?

Are we really at the point where the carriers think getting rid of the conductor is a smart move?

We all know about the carriers, they have never shown one scrap of integrity in their dealings with employees. We are talking about organizations that routinely deny legitimate claims for negotiated compensation because they may save a buck by screwing some employee out of it.

They have sold out to Wall Street in their pursuit of the almighty dollar. But that is no surprise; they have been doing this since they started, and we have heard them talking for more than 20 years about wanting a one-person crew. We expect nothing from them and get exactly that.

So who then? It must be the Union. All those big shots in Cleveland wearing suits and forgetting where they came from. Always telling me that the big bad wolf is coming for my job. It hasn't happened before, why should I believe them now? Surely



Hauser

they are just trying to justify their jobs. For the entire time I have worked out here there has always been some perceived threat to my job. So here they come again, telling

me this is it, this time it's for real! Why should I believe this is for real and not just another attempt to get more of my hard-earned money for PAC?

But maybe, just maybe this time they are right. I better look for somebody else.

Corporate America, the stock market, the greedy SOBs of Wall Street. The same people who literally laugh out loud when we try to talk safety on the rails in the form of a two-person crew, the same greedy SOBs who cry about how much we make and then pay Hunter Harrison more than \$100 million.

How about PSR? That must be it. No probably not. It is just another fad designed to put immediate money into investors' pockets. Anyone with half a brain realizes that railroads are not that kind of moneymaker; they are a long-term growth item and

must expand their customer base to truly grow.

Got it! Politicians! They are to blame for everything, right? Really if you can't somehow blame a politician for your lot in life, then you aren't really trying. They have been trying to get a two-person crew bill off the ground for years with minimal success. After all it was a president who appointed the FRA head who said we don't need a two-person crew. It was a politically appointed judge who said we must bargain on crew consists. It is the politicians!

Or maybe, just maybe, it's that person looking back at me from the mirror. The one who can't be bothered to go to a local Union meeting. The one who is more concerned with taking a stand on the mountaintop over conservatives vs. liberals than they are in supporting candidates who would support them **having a job and a retirement program**. The person who constantly complains, but never shows up. The member who won't contribute to PAC because 20 years ago somebody did something that annoyed them, but now they can't remember what it was.

It is us. We are who needs to be blamed.

We have known this was coming for years, yet we have blissfully continued down the path of apathy on our way to the real possibility of not having a job or a meaningful pension in the future.

We ignored all the people who told us what was coming and just kept shoving money in our pockets while nodding our heads thinking, what do they know?

Many of us even voted for the people who appointed the FRA head and the judge who ruled against us.

What the hell were we thinking?

So here we sit — at the 11th hour — saying what? Why didn't somebody tell me? What are you going to do about saving my job? I paid my dues!

Guess what? It doesn't have to end like this.

We can rewrite this chapter of rail history. We need to get off our collective butts and get out there and make things happen.

■ **Take the time to talk** to family, friends and neighbors.

■ **Write a letter** to your representatives, write letters to

your senators.

■ **Call them and show up** at their events and ask them why they haven't signed on to the two-person-crew bill. Ask them why they feel it is OK to put their constituents' safety at risk for railroad profits.

■ **Go see your local Legislative Representative and sign up for PAC.** If your job isn't worth a dollar a day in PAC, then just quit now and walk away. Money talks in this political world, and we need to make it work for us.

■ **Get out and vote!** Vote for the people who support the union and its members. Endorsements will be announced. We can either give up and let the carriers "railroad" us or we can fight.

I say we fight, but it takes all of us working together as a true union. Don't rely on just a few to do your fighting.

If you want a job and a pension and a safe work environment, then get the hell up and let them know you are not going to go quietly.

What are you waiting for?

Brother Hauser is legislative representative of Local 311 in La Crosse, Wis.)

Class I rail carriers file their first-quarter earnings reports

Net Earnings: Decreased 5% to \$1.19 billion.
Revenue: Decreased 6% to \$5.4 billion.
Operating Income: Increased 2% to \$1.8 billion.
Operating Expenses: Decreased 6.7% to \$3.6 billion.
Operating Ratio: Improved by 4 points to 65.2%.



Net Earnings: Increased to C\$1.01 billion from C\$786 million.
Earnings Per Share: Diluted earnings per share increased 31% to C\$1.42 from C\$1.08 and adjusted diluted EPS increased by 4% to C\$1.22.
Revenue: Remained flat at C\$3.5 billion.
Operating Income: Increased to C\$1.215 billion from C\$1.08 billion.
Operating Expenses: Decreased 5% to C\$2.33 billion from C\$2.46 billion.
Operating Ratio: Improved by 3.8 points to 65.7%; Adjusted operating ratio improved 1.5 points to 65.7% from 67.2%.



Net Earnings: Decreased to C\$409 million from C\$434 million.
Earnings Per Share: Diluted earnings per share decreased 4% to \$2.98; adjusted diluted earnings per share increased 58% to \$4.42.



Revenue: Increased 16% to C\$2.04 billion from C\$1.77 billion.
Operating Income: Increased 54% to C\$834 million from C\$534 million.
Operating Expenses: Decreased to C\$1.209 billion from C\$1.224 billion.
Operating Ratio: Improved 1,010 basis points to 59.2%.



Net Earnings: Decreased 8% to \$770 million from \$834 million.
Earnings Per Share: Decreased 2% to \$1.00.
Revenue: Decreased 5% to \$2.85 billion from \$3.01 billion.
Operating Income: Decreased 3% to \$1.17 billion from \$1.22 billion.
Operating Expenses: Decreased 7% to \$1.68 billion.
Operating Ratio: Improved to a first quarter record of 58.7% from 59.5%.



Net Earnings: Increased to \$151.7 million from \$102.7 million.
Earnings Per Share: Increased to \$1.58 per diluted share from \$1.02.
Revenue: Increased 8% to a record \$731.7 million from \$674.8 million.
Operating Income: Increased to \$288.8 million from \$160.3 million.
Operating Expenses: Decreased to \$442.9 million from \$514.5 million.

Operating Ratio: Improved 15.7 points to 60.5% from 76.2%; adjusted operating ratio improved 6.5 points to 59.7% from 66.2%.

Net Earnings: Decreased 44% to \$381 million from \$677 million.
Earnings Per Share: Diluted earnings per share decreased to \$1.47 from \$2.51.
Revenue: Decreased to \$2.63 billion from \$2.8 billion.
Operating Income: Decreased to \$568 million from \$966 million.
Operating Expenses: Increased to \$2.06 billion from \$1.87 billion.
Operating Ratio: Declined to 78.4% from 66.0%.



Net Earnings: Increased to \$1.5 billion from \$1.4 billion.
Earnings Per Share: Increased to \$2.15 per diluted share from \$1.93 per diluted share.
Revenue: Decreased 3% to \$5.2 billion from \$5.4 billion.
Operating Income: Increased 9% to \$2.14 billion from \$1.96 billion.
Operating Expenses: Decreased 10% to \$3.09 billion from \$3.4 billion.
Operating Ratio: Improved 4.6 points to 59.0% from 63.6%.



Union leaders assist as the virus persists

With carriers having a slow initial response to COVID-19 and taking few immediate steps to protect employees, local SMART-TD leaders worked to provide their own to protect the public and members.

California State Legislative Director **Louie Costa**, Local 1608 (Chatsworth, Calif. – LACMTA) President and LCA Secretary **Alber-**

to Guardado and Legislative Representative **Latonia Martinez** report that members of the local used funds to acquire their own face masks with the SMART logo on

them and are handing them out to co-workers who don't otherwise have a mask.

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MEMORIALS TO THOSE WHO PASSED FROM COVID-19

Members of Local 23 in Santa Cruz, Calif., mourned the April 14th passing of Transportation Division retiree **Domingo Tovar** from COVID-19.

Brother Tovar, 68, served two stints with Santa Cruz Metro as a bus operator starting in 1982, then leaving for another carrier before returning to Santa Cruz in 1987. He was involved in the initial contract talks with the carrier as well as a 37-day strike in 2005.

He served a year as secretary and treasurer for Local 23.

"He had many friends. He was a happy person," said retired Local 23 member **Serena Tovar**, Brother Tovar's wife of more than 43 years and a 30-year SMART-TD member.

"Domingo remained the same type of person the day she met him to the day he passed. He was always happy. He just loved life and had no regrets. He was very proud of his kids and was always there for his family."

Brother Tovar retired in 2016 after 29 years of continuous union service. Transportation was in his blood, though — he had begun driving at age 25, had driven charter buses and had even obtained his pilot's license. After his Santa Cruz Metro retirement, he kept working as a shuttle bus driver for the University of California — Santa Cruz until his passing.

He was remembered



Tovar

fondly by Local 23 brother **Mario Espinoza**.

"I could confide in Domingo about any issue and I knew that what we talked about always stayed between us," said Espinoza, who worked alongside Brother Tovar for years. "Domingo was someone you could trust."

Brother Espinoza said that his and Brother Tovar's families became close over the years as they continued to work together and that Domingo was generous with his time and his technical expertise that bailed out co-workers many times.

"He was very helpful with a number of drivers that had problems with their computers, phones or any electronic device. He would solve the issue in no time or give you advice on resolving the issue," Espinoza said. "He never wanted anything in return. His satisfaction was you being happy your problem was solved."

"He was just beginning to enjoy his retirement when this virus took his life. I am still in shock and can't comprehend this and will take some time to cope with this," Espinoza said. "So with a heavy heart I say, Domingo, you will be missed. Rest in peace, brother."

In addition to Serena, Brother Tovar is survived by a daughter, Mandy; son, Damien; and two grandchildren — Damien and Sasha Tovar Page.

Brother **Rameliah "Reme" Jennings** of SMART-TD Local 1589 (New Brunswick, N.J.), died April 22 at age 74.

He spent much of his career with United Parcel Service (UPS). After he retired, in 2007 he tapped into his love for driving and worked part-time with Suburban Bus Company (Coach USA).

In typical "Reme" fashion,



Jennings

he bonded with the staff at the company and was well admired and loved. He joined the union in 2011.

An ordained minister and associate pastor at First Park Baptist Church in Plainfield, N.J., Brother

Jennings was a globetrotter and constantly on the go. He had the opportunity to travel to Europe, Asia, Africa and the Caribbean. He was also an avid sports fan and was passionate about his golf game.

The Rev. Jennings leaves his wife of 35 years, Dorothy, his children, sisters and many nieces, nephews, and friends to cherish fond memories.

Jory J. Bohanan, of SMART-TD Local 1607 (Los Angeles, Calif.), died March 29, 2020, at age 39.

A member of the union since 2007, he had previously worked for L.A. Metro and had only worked a couple of months for MV Transportation, which contracts with Santa Clarita

Transit.

"My son, he was a great man. He had a big heart. He was a genuine, good person, and he was easy-going," his father,



Bohanan

Darryl Bohanan, told the Santa Clarita Signal.

Jory is survived by his children and was engaged to be married.

A GoFundMe had been set up to assist his family at <https://www.gofundme.com/f/jory-bohanan-funeral-expenses>.

Remembering Brother McFadden

Continued from Page 1

"I saw him at every union meeting we had — and sometimes he was the only person there," said **Bernard Norwood**, general chairperson of GO-STA. "Stephen was very committed to the union. He was a really nice guy."

Using money out of his own pocket, Brother McFadden donated to the local's annual holiday party without fail, Norwood said.

McFadden was a very passionate Phillies fan — sometimes catching part of the game during the down time he had during a shift and filling in his union brothers and sisters on what was going on — and making sure the game was on the TV in

the crew room. He also was a very particular lottery player, schooling people to scratch from the bottom up and letting them know the range of numbers they should snag when considering a scratch-off ticket purchase.

Another tradition he was known for was on pay weeks — when the system processed the payroll and employees knew they were going to get their deposits, he'd greet his brothers and sisters with a cheery "Happy Wednesday!"

"That's going to be missed a lot, especially today," Norwood said. (He was interviewed on May 6 — a Wednesday morning.)

Brother Hill

Continued from Page 1

19 on April 14th.

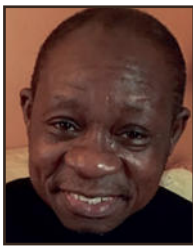
"Brother Hill was a great member that was no nonsense and always had a smile on his face," General Chairperson **Bernard Norwood** said. "He really enjoyed being with his co-workers, attending football games for the Philadelphia Eagles and playing cards. Brother Hill will surely be missed."

General Chairperson Norwood was also thankful for the assistance of UTUIA Field Supervisor **Chris Malley**, who ensured the fraternal UTUIA life insurance benefits Brother Hill had were handled quickly.

George Appiah-Kumi of SMART-TD Local 1589 (New Brunswick, N.J.), passed away at age 63 on May 18 at RWJ Hospital in New Brunswick, N.J., as a result of COVID-19.

George had been part of Suburban Transit since July 7, 2014.

"His dedication to his work and strong union activism are the reasons why he was well appreciated and liked



Appiah-Kumi

by both management and union," said General Chairperson **Gordon Harris**, who is also Local 1589's president. "I will always remember his soft, quiet voice and brilliant smile every time we ran into each other at work. George was a team player and has helped out many times even on short notice. May his soul rest in peace."

Remembering Brother Hansen

Continued from Page 1

COVID-19.

"Brother Hansen's 20 years of service was exemplary. He was the consummate professional, a loving husband, father and grandfather," said General Chairperson

Jerome Johnson (GCA-610), who is president of Local 60. "He will be greatly missed."

Brother Hansen is survived by his wife, Denise; a son, Brian, who is a mechanic at Raritan Yard; and his grandchildren.

The union extends its sincere condolences to the families, friends and locals of these victims of the COVID-19 pandemic as well as to those of member **Donnie Carson** (Local 1908, Buffalo, N.Y.) and retiree **Kenneth K. Skoog** (Local 1177), who also passed away from the virus.

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



MEMORIES MADE ON THE MOVE

Member Robert “Bob” H. White passed away on April 24, 2020, reports his daughter, Jan Renga. Brother White was a member of Local 60 in Newark N.J. and worked for Erie, Erie Lackawanna, Conrail and New Jersey Transit during his 41-year rail career.

He started working on the railroad in 1946 and had many train stories, his daughter said. But his favorite one to tell to Jan was this: “Well, I met your mother on the train. The rule was that we had to turn in anything that was left on the train to the lost and found.

“After 30 days, if it went unclaimed, he would get it back. (That explains the plethora of umbrellas in the house.) Now ... if we found strawberries or something perishable, we could take that home.

“Your mother was perishable, so I took her home.”

And the rest was history, Jan said.

Retirees: Submit your own Memories Made on the Move to news_TD@smart-union.org.



Robert and Margaret White, who met one another on the train.

Retired Local 1532 legislative rep passes away

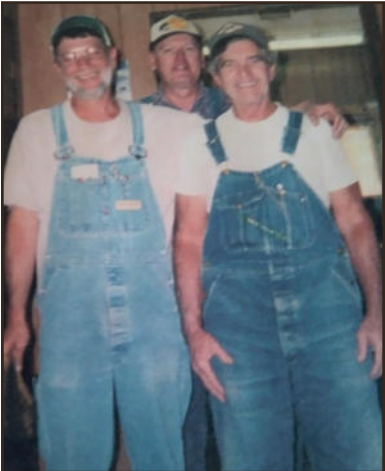
William “Bill” J. DeBaun, a retiree from SMART Transportation Division Local 1532 and a former vice chairperson and legislative representative for the Kansas City, Kan., local, passed away in late April.

Brother DeBaun was 73 years old.

A yardman out of Argentine Yard in Kansas City, in addition to his service to Local 1532’s membership, Brother DeBaun also worked as a new hire training coordinator, helping those workers just starting out on the Atchison, Topeka

Santa Fe Railway/BNSF. Many of those he had trained later asked about how Brother DeBaun and his wife of 34 years, Carol, were doing after his retirement from the railroad in 2005.

His work as vice local chairperson was “invaluable” to the members of LCA 1532, said SMART-



From left, Bill DeBaun, “Moose” Holtmeyer and R.W. “Barney” Barnhart, get their picture taken in the early 2000s at the Turner Trailer “Old Folks Home,” where the highest seniority personnel at BNSF’s Argentine Yard work.

Continued on Page 11

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 |
|-------|------------------------|-----------------------|-------|-------------------------|------------------------|-------|------------------------|---------------------|
| 2 | Cornell, James A. | Toledo, Ohio | 596 | Ladner, John L. | Conneaut Lake, Pa. | 1074 | Switzer Jr., Ernest M. | Rimersburg, Pa. |
| 20 | Jakobeit, James B. | Lumberton, Texas | 656 | Carter, Homer E. | Benton, Ark. | 1172 | Davis III, William T. | Princeton, W.Va. |
| 113 | Kirkland, Paul D. | Peoria, Ariz. | 656 | Fletcher Jr., Eugene L. | Pine Bluff, Ark. | 1177 | Skoog, Kenneth K. | Wahpeton, N.D. |
| 118 | Clark, James K. “King” | Hinton, W.Va. | 663 | Spruce, David C. | Milford, Maine | 1312 | Kirkland, Kenneth S. | Valdosta, Ga. |
| 171 | Lumley, Robert C. | Ocala, Fla. | 674 | Sumerel, William M. | N. Augusta, S.C. | 1315 | Hensley, Gilbert F. | Taylor Mill, Ky. |
| 195 | Anderson, Roger D. | Galesburg, Ill. | 771 | Chambers, Horace E. | Needles, Calif. | 1378 | Pinnock, Richard H. | Crum Lynne, Pa. |
| 198 | Barrett, Ernest C. | Peoria, Ill. | 774 | Wisler Jr., Robert A. | Wathena, Kan. | 1386 | Backus, Michael L. | Parkersburg, W.Va. |
| 312 | Bagneski, Alfred J. | Madison, Wis. | 800 | Belle, Robert M. | Cedar Grove, N.J. | 1402 | Salto, Albert W. | Evansville, Ill. |
| 322 | Gorr, Douglas D. | De Pere, Wis. | 800 | Lehman, Joseph R. | Rahway, N.J. | 1418 | Ramsey, Clyde P. | Beaver, Pa. |
| 328 | Baird, Irving M. | Orange, Conn. | 807 | Roiland, David A. | Marana, Ariz. | 1477 | Ball, Lee E. | Beverly Hills, Fla. |
| 363 | Baker, James C. | Salem, Va. | 830 | Aurand, Harry C. | Mifflintown, Pa. | 1518 | Long Jr., William R. | Terre Haute, Ind. |
| 377 | Hunt, Charles L. | New Castle, Pa. | 830 | Leberfinger, Paul E. | Lititz, Pa. | 1518 | Fuller, John E. | Alexandria, Ind. |
| 446 | Smith, William R. | Laramie, Wyo. | 830 | Shewbridge, Donald E. | Carlisle, Pa. | 1558 | Deiser, Richard | Dumont, N.J. |
| 462 | Hallman, J. W. | Pine Bluff, Ark. | 832 | Heimerman, Howard J. | Fond Du Lac, Wis. | 1570 | Gadberry, Darrell G. | Roseville, Calif. |
| 469 | Wilson, Eugene C. | Madison, Ill. | 857 | Baird, Gary R. | San Antonio, Texas | 1570 | Millingar, David R. | Tracy, Calif. |
| 469 | Winchester, Jerry E. | Madison, Ill. | 903 | Cauthen, John M. | Fernandina Beach, Fla. | 1570 | Sanford, Daniel W. | Roseville, Calif. |
| 489 | Money, Ronald P. | Livingston, Texas | 911 | Fanning, Donald W. | Bloomington, Minn. | 1594 | Murray, Paul J. | Springfield, Pa. |
| 493 | Kenney, Terry F. | Council Bluffs, Iowa | 924 | Chapman III, James A. | Chesterfield, Va. | 1628 | Listisen, Walter | Coraopolis, Pa. |
| 500 | Slaven, Robert L. | Grand Junction, Colo. | 949 | Johnson, Thurman W. | New Castle, Ind. | 1904 | Bailey, Robert L. | Conroe, Texas |
| 584 | Gray, James R. | Columbus, Miss. | 977 | Williamson, Richard E. | Vancouver, Wash. | 1929 | Bammer, Fred W. | Belleville, Ill. |
| 590 | Wisniewski, Frank J. | Bradenton, Fla. | 1006 | Hackenson, Thomas | Belle Vernon, Pa. | 1978 | Kelly, James P. | Bronx, N.Y. |
| 594 | Stedry, Robert P. | Mineola, Texas | | | | | | |

Retired Local 1532 LR passes away

Continued from Page 10

TD Vice President **Joe M. Lopez**.

“Bill spent countless hours researching and processing time claims on behalf of the membership. Much of that work was done on his accord, without the members having to spend a second of their own time writing up the claim(s), while Bill sacrificed countless hours each month of his own time securing monies on their behalf,” Lopez said. “Bill was also an effective legislative representative for Local 1532. Bill’s efforts at taking on the carrier for safety violations were very effective.”

Lopez said that as a local chairperson, he and his predecessor, **Doug Schlosser**, benefited greatly from DeBaun’s impeccable organizational skills, as did the members who had their claims paid out.

“I believe I can safely speak on Doug’s behalf when I say both of us were extremely lucky to have worked with Bill. During our many years of working together, on the second Wednesday of every month, Bill and I would attend our regularly scheduled claims conference with local

“The quality of Bill’s work as both a vice local chairperson and legislative representative has been unmatched and likely never will be. Bill made me a better local chairperson.”

— SMART-TD Vice President
Joe M. Lopez

management and at the onset of each of those conferences Bill would hand me a large stack of claim dockets neatly organized and with an abundance of supporting documentation, which more often than not, led to a successful conference,” Lopez said. “The quality of Bill’s work as both a vice local chairperson and legislative representative has been unmatched and likely never will be. Bill made me a better local chairperson.”

Brother DeBaun was a veteran of the U.S. Navy.

He is survived by his wife, Carol, nephews John & Shawn Strange and a number of other relatives.

SMART Transportation Division offers its sincere condolences to his family, his Local 1532 union brothers and sisters and all who knew Brother DeBaun.

Union wins arbitration case over Local 1715 retiree’s vacation time

An arbitration heard in January by the Federal Mediation and Conciliator’s Service (FMCS) ruled in favor of Local 1715 (Charlotte, N.C.) retiree **Gloria Chambers** in May.

Bus Department Vice President **Alvy Hughes**

said Transit Management of Charlotte (TMOC) attempted to change vacation accruals for bus operators from past practice, resulting the potential of a retiree being shorted his or her full vacation time.

The arbitrator’s findings

awarded the union in the decision.

In addition to Hughes and Chambers, Local 1715 (Charlotte, N.C.) Vice President **Brenda Moore** also participated in the successful case.

Leaders of our union continue to assist as virus persists

Continued from Page 9

“We had to do something,” Martinez said. “We just did it quick.”

With an end to the pandemic nowhere in sight, she thanked and gave compliments to Costa and Guardado’s rapid response and actions to keep the members safe at work.

Local 1895 (Chicago – NS) Secretary & Treasurer **Larry Grutzius** also reports that his local has partnered with Mid-Oak Distillery to get hand sanitizer for members. They also placed an order for the Illinois State Legislative Board.

According to Grutzius, the Mid-Oak Distillery was founded by two union mem-



Local 1608 President Alberto Guardado wears one of the 350 masks that the Chatsworth, Calif., local ordered and distributed to its members while on the job.

bers.

“They were doing what they could with limited supplies, but also happy to help us during this pandemic,” Grutzius said. “We worked with them on the

line to help get us the much-needed hand sanitizer.”

To let us know about your efforts to keep safe, email news_td@smart-union.org.

Members: Don’t forget the benefits of DIPP

One valuable benefit provided to Transportation Division members is the Discipline Income Protection Program, or DIPP.

DIPP provides payments for a specific amount and period of time to an employee who is suspended, dismissed or removed from service by a carrier for alleged violation of rules or operating procedures, provided that the violations do not come within the list of exceptions not covered by the program.

The DIPP aids in meeting members’ day-to-day needs when earnings are halted. Participants choose the level of benefits they want, from \$6 to \$200 per day. The term of benefits depends on the length of time the participant is enrolled and extends from 200 days to a maximum of 365 days.

Monthly assessments are paid through dues check-off, and all SMART-TD members may enroll voluntarily.

The DIPP is a pooled-risk fund whose financial survival depends on a broad base of participants making

contributions so that benefits are available for payment. In fact, the DIPP is the essence of brother and sister helping brother and sister. **Participation is protection for you and your union brother or sister.**

To participate, members should contact their field supervisor or DIPP representative. More information also is available at www.smart-union.org/td/dipp/ and you may also download a membership application from that page.

The DIPP is available only to SMART-TD members and is unique in that it has remained steadfast in looking for ways to pay claims of participants, while other plans are known to look for ways to avoid paying claims.

In recent years, the DIPP’s value to members has soared as many carriers continue to accelerate the discipline they impose in efforts to cut their costs and further reduce their workforces.

To better ensure the DIPP is meeting members’ expectations, we want to hear

from those who participate. If you have been disappointed in any way with the program, we want to know about so we can improve the plan.

Constructive criticism will help us improve our performance and to serve members better. By the same token, excellence should be rewarded. If you have enjoyed outstanding service through the efforts of a local officer or if you personally know of some exceptional service by an officer, please let us know so that individual may be commended.

We want the DIPP to continue to protect members from payless paydays during a difficult time.

To provide constructive criticism or commend an officer for their efforts in helping you collect benefits, communicate those thoughts to us by email at DIPP_TD@smart-union.org or write in to SMART-TD DIPP, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

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SMART Transportation Division is always looking for good photos and your picture can be featured on this page.

SMART TD seeks photographs or digital images of work-related scenes, such as railroad, bus or mass transit operations, new equipment photos, scenic shots, activities of your local or photos of your brothers and sisters keeping America rolling.

Printed photographs should be mailed to SMART TD, 24950 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333.

High-resolution digital photographs should be in JPEG format and emailed to news_td@smart-union.org. We prefer horizontal photos. Be sure that your camera is set to the large resolution setting when taking the photo or it might not reproduce well in print.

With each photograph, please include your name and SMART local number, the names of the persons in the photo (left to right), where the photo was taken, and other pertinent information.

All photographs submitted become property of SMART and can be used in future projects.

Remember to review your employer's policies regarding use of cameras on the property or during work hours.



Tony Okamoto, son of **E. K. Okamoto**, a retired Amtrak conductor out of Local 857, (San Antonio, Texas) took this shot of the Amtrak Empire Builder as it stopped at the St. Paul, Minn., Union Station platform last summer.

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