



Transportation Division News

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

Union endorses former VP Biden



Joe Biden, a former U.S. senator and vice president during Barack Obama's two terms as president, was endorsed by the SMART General Executive Council. Here he is shown greeting fellow passengers on an Amtrak train, which Biden frequently rode during his political career.

The following statement from SMART General President Joseph Sellers, Jr. was released July 1, 2020:

The International Association of Sheet Metal, Air,

Rail and Transportation Workers (SMART) is pleased to endorse Vice President Joe Biden for President of the United States, following a unanimous vote of its General Executive Council.

The endorsement was informed by discussions with and feedback from SMART members and leaders from across the United States who met to

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Biden addresses members directly in video

In a video released widely to SMART membership, candidate Biden addressed a number of labor issues. A transcription of that message follows:

Hey folks, thanks so much for a chance to speak to you all today. I'm grateful to President Sellers and President Ferguson and General Secretary-Treasurer Powell for the opportunity — especially at

this critical time for our nation.

Today we're being tested like we haven't been for generations — and

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House approves bill with 2PC

H.R. 2, the Moving Forward Act, a massive \$1.5 trillion infrastructure bill that contains provisions important to members of all crafts in the SMART Transportation Division and to sheet metal workers, passed through the U.S. House of Representatives by a 233-188 vote July 1.

A major component of this bill is the INVEST in America Act that passed the U.S. House Transportation and Infrastructure Committee in late June.

H.R. 2 contains:

- a two-person freight crew requirement;
- bus and transit operator safety measures;
- blocked-rail-crossing

enforcement;

- a cross-border solution;
- yardmaster hours of service;
- additional funding for Amtrak;
- requirements for carriers to meet CDC guidelines and to provide personal protective equipment (PPE) to transportation workers.

"This is an unprecedented step ahead for many of our union's major issues through the legislative process," SMART Transportation Division President **Jeremy R. Ferguson** said. "Our concerns were heard and addressed by the writ-

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Kansas DOT proposes two-person crew rule

Another state is making a two-person freight crew the law of their land.

On July 27, the Kansas State Department of Transportation proposed a regulation that requires railroads that operate in the state to maintain a two-person crew in the lead locomotive.

"Kansas now joins a growing list of states that believe federal inaction on this issue is too great of importance to public safety and our mem-



Dragoo

bers' safety," SMART Transportation Division Kansas State Legislative Director **Ty Dragoo** said in an email to TD members in his state. "The work we have done, the years of relationship building, the local, county and regional meetings where we have presented our case, and above all else, your efforts in your communities have finally paid off."

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Inside this issue of the SMART-TD News

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Around the SMART TD

Local 1607 member passes away from COVID-19

General Chairperson **John Ellis** (Los Angeles County MTA) reports that Brother **Wilfredo Corsino**, a member out of Local 1607 (Los Angeles, Calif.), passed away on June 11 from COVID-19 complications.

Brother Corsino was 65 years old.

“Brother Corsino has been a part of our Union UTU/SMART since 1996,” Ellis said. “He was a 23-year veteran and a consistent supporter of the union cause.”

Corsino began his career with LACMTA and worked out of Divisions 7, 10, and 13.

“On a personal level, many operators remember Brother Corsino’s infectious laugh and his love for Metro,” Ellis said. “Many of his co-workers stated that he was a great ping-pong and pool player.”

Brother Corsino is the eighth active member of the SMART

Transportation Division who has been reported to the union as having passed away from the novel coronavirus.

The union offers its sincere condolences to Brother Corsino’s family and friends and his union brothers and sisters at Local 1607.



Corsino

Local 1440, Staten Island, N.Y.



Brother **Tommy Ring**, a Staten Island Railroad employee and member of Local 1440 for 31 years, has retired, reports Local S&T **John Marchisello**. Hired as a track worker in 1988, Brother Ring transferred to the infrastructure department in 1998 and

worked there for the rest of his career. He’s in the middle in the above photo with General Chairperson **Tommy Wilson** (GCA-SIR) at left and member **Joe Carbone** at right. SMART-TD wishes Brother Ring a long, happy and healthy retirement.

Local 378, Cleveland, Ohio



Members of the local got together at the Sheet Metal Local 33 Hall on July 20 to bid a fond farewell to retirees **Peter DePaul** and **Michael Covelli**, who both recently pulled the pin after long careers with CSX and its prior iterations. Photos were courtesy of retired Local 378 brother and Alumni Association member **Jerry Lambert**. The SMART Transportation Division wishes to both Brothers DePaul and Covelli long, happy and healthy retirements.

Local 590, Portage, Wis.

Even with a number of these volunteers in furloughed status, a number of Local 590 members gathered to maintain their Adopt-a-Highway stretch.



Local 1409, Kansas City, Kan.



“We were all able to visit and show our respect to deceased SMART-TD Local 1403 member Troy Jordan, who died needlessly in Union Pacific’s Armourdale Yard on Sept. 29, 2015,” Local 1409 Legislative Representative Dan Bonawitz said. “R.I.P., Brother Troy.”

In conjunction with the SMART Army, several local officers and members along with a SMART-TD Local 1216 officer, placed flags on veterans’ graves in Shawnee, Kan., over Memorial Day weekend in this second annual event.

Attendees included Legislative Representative **Dan Bonawitz Jr.**; Alt. Legislative Representative **Adam Rulon**; Trustee **David Vest**; LCA-569A Local Chairman **Nick Pfeifer**; members **Richard Nash**; **Chuck Bonnett** and **Bill Faught**; and Local 1216 Legislative Representative **Ken Baum**.

“We wish to thank all who participated and look forward to continuing this tradition next year,” Bonawitz said.

Local 305, Lincoln, Neb.

Member **Benson Akridge** and his wife, Michaela, have been running a non-profit organization called The Food Fort in Lincoln and providing food for children in need since 2016. Their mission is to provide respect, love, relationships and a constant support system for children in the community.

The local recently donated \$500 to the organization in order to help The Food Fort fulfill its mission, S&T **McLain Dorsey** reports.



From left, Local 305 President Josh Horn; Michaela Akridge; member Benson Akridge and Secretary & Treasurer McLain Dorsey.

Letter to senators seeks end to RUIA cuts

U.S. rail unions have united in an effort to overturn the sequestration of Railroad Unemployment Insurance Act (RUIA) benefits that was enacted by a GOP-held Congress during the Obama administration and continues to reduce railroaders' benefits nearly a decade later.

A large bloc of the unions are represented by AFL-CIO's Transportation Trades Department (TTD), of which the SMART Transportation Division is a member.

A letter to U.S. Sens. Rob Portman and Sherrod Brown of Ohio sent by the union coalition requested that they jointly co-sponsor language consis-

tent with the HEROES Act (H.R. 6800) to eliminate RUIA benefits from sequestration by amending the Balanced Budget and Emergency Deficit Control Act of 1985 to include RUIA among programs that are not subject to sequestration. Portman, a Republican out of Cincinnati, is chairman of the Senate subcommittee that will make a decision on sequestration.

"Unlike the average U.S. worker, railroad employees do not receive unemployment benefits through state-administered unemployment insurance programs. Instead, unemployed railroaders receive these benefits through the RUIA program, which is

administered by the United States Railroad Retirement Board (RRB)," TTD President Larry Willis said. "As a result of the Budget Control Act of 2011, RUIA (benefits) are subject to sequestration. No state unemployment insurance benefits in the country are subject to this unfair treatment."

RUIA unemployment and sickness benefits are sequestered at 5.9%, and have been subject to reduction for nine years. These rates are adjusted yearly.

Railroaders are urged to call Portman at (202) 224-3353 to tell him to exclude RRB sickness and unemployment benefits from those reductions.

FRA grants another petition extension to unions

CLEVELAND, Ohio — Following a second joint petition by the SMART Transportation Division (SMART-TD) and the Brotherhood of Locomotive Engineers and Trainmen (BLET), the Federal Railroad Administration (FRA) on June 3 granted another 60-day extension to time limits in which certain petitions for review must be filed with the Locomotive Engineer Review Board (LERB) and the Operating Crew Review Board (OCRB). Originally, the SMART-TD and BLET requested an extension on March 30, which the FRA granted on April 7.

In response to the unions' second joint petition for extension, which was filed on May 27, the FRA wrote: "FRA considered the petitioners' extension request and concluded that extending the previously granted relief would be in the public interest, necessary to address the COVID-19 public health emergency, and is not inconsistent with railroad safety. Accordingly, FRA grants an extension of temporary emergency relief from the 180- and 120-day deadlines in § 240.403(c) and (d), and § 242.503(c), so that the deadline for any petition that becomes due to be filed during the duration of this waiver is extended 60 days."

Under FRA regulations governing certification of locomotive engineers, a petition seeking review of a railroad's decision to deny certification or recertification must be filed with the LERB no more than 180 days after the date of the railroad's denial, and a petition seeking review of a railroad's decision to revoke certification must be filed with the LERB no more than 120 days after the date of the railroad's denial decision. Similarly, under FRA regulations governing certification of conductors, a petition seeking review of a railroad's decision to deny certification or recertification, or to revoke certification, must be filed with the OCRB no more than 120 days after the date of the railroad's denial decision.

U.S. House of Representatives passes bill with two-person crew provision

Continued from Page 1

ers of this bill — safety for workers and communities alike in the bus and transit operator safety measures and in the crew-size provision, funding for Amtrak, and a number of other provisions intended to rebuild and transform the nation's roads and rails.

"Federal agencies and big-pocketed lobbyists have tried to obstruct the essential protections that this bill provides to our members and to the people who work on, live near and use our nation's transportation network. These representatives all had the foresight and initiative to move them forward."

Ian Jefferies, CEO of the Association of American Railroads (AAR), earlier in the week had an op-ed published that was highly critical of the legislation, targeting the two-person crew portion and one that dealt with study of potential rail transport of Liquid Natural Gas (LNG) specifically, saying the bill "woefully missed the mark."

In the column, Jefferies also argued that legislators were "putting their collective thumbs on the scale" regarding railroad safety in regulating the crew-size safety issue.

The INVEST in America component of the Moving Forward Act was shepherded by House T&I Chairperson Peter DeFazio, an Oregon Democrat, through the committee June 18. He commented on July 1 after the bill's passage:

"Passage of this bold, forward-thinking infrastructure bill is proof that finally, there is a majority of us in Congress who won't accept the status quo and instead are willing to fight for a new vision that invests in our communities, addresses the climate crisis, and creates better opportunities for all. And we get there by putting millions of people to work in jobs that cannot be exported, while harnessing American-made materials, ingenuity, and innovation," he said. "With the Moving Forward Act, we make it clear that our infrastructure does not have to be a product of the past, with crumbling roads and bridges, unreliable transit and rail networks, inequitable outcomes, and little regard to our changing climate and our changing economy. I challenge my Senate colleagues to join the House in thinking big and being bold on long-overdue investments not only in our infrastructure, but also in the communities and

the people we all represent."

Leaders in the SMART-TD National Legislative Department thanked DeFazio and the bipartisan group of Democrats and a trio of Republicans who supported H.R. 2.

"As if we need any additional evidence that elections matter, this result shows that the 2018 change of party control in the House made a difference," National Legislative Director **Greg Hynes** said. "We appreciate those legislators who supported this legislation in its journey through the House. There is more work to be done and a path to be cleared for this legislation, and our membership is more than willing to put in the time to make legislators understand why the bill provisions are necessary."

The Moving Forward Act now moves to the United States Senate, where, according to Politico.com, Republican U.S. Sen. Mitch McConnell of Kentucky, the majority leader, called the bill "nonsense," "absurd," "pure fantasy" and vowed that it will die before getting to the White House, where the president has threatened to veto the bill.

Kansas Department of Transportation proposes two-person crew regulation

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"Today is the proudest day of my career and, indeed, my tenure as a member of this great union."

Kansas Gov. Laura Kelly, a Democrat, said the proposed rule was a needed step to preserve safe functions of the rail industry in the state in a news release announcing the regulation.

"Kansas has faced issues ranging from crew member fatigue to derailments which pose a threat to our safety and security — but by maintaining the current practice of requiring a two-person crew we can ensure the health and safety of Kansas workers," she said. "This proposed regulation is a commonsense, necessary measure to protect our state's railroad crew members and keep every community along the tracks safe."

Exceptions to the Kansas regulation include switching operations, brake testing, safety inspections, or while

performing setouts in conjunction with road service.

"The benefits of the proposed rule and regulation is railroad and community safety, including the role two-person crews can play in helping to prevent potential accidents or derailments and in emergency situations," the state said in its release.

The persistence of Dragoo and the state's legislative board paid off after more than a decade of work. Dragoo previously helped to persuade legislators to introduce a two-person crew bill, H.B. 6057, back in 2016, but it died while in committee.

"All the outreach by Brother Dragoo, the Kansas SLB, SMART-TD members and other rail workers and concerned parties was instrumental in proving the point that a safe operation is one with a certified conductor and a certified engineer working in tandem with technology playing a supporting, not a supplanting, part," SMART-TD

President **Jeremy Ferguson** said.

"This realization is one that transcends partisanship and ensures the continued safety of Kansas residents and rail workers."

Kansas becomes the second state in 2020 to move ahead on a two-person-crew regulation. Washington had a state two-person crew law signed March 30th that took effect June 11th. If the rule goes ahead in Kansas, it would become the 10th state with a two-person crew regulation.

At the federal level, a number of states and rail labor unions continue to engage in a lawsuit against the Federal Railroad Administration (FRA) in the U.S. Court of Appeals Ninth Circuit. The federal agency, led by Donald Trump appointee Ron Batory, has attempted to prevent states from passing laws mandating a minimum train crew size.

A hearing in that case is likely later this year.

SMART GENERAL PRESIDENT'S COLUMN

Biden has proven himself receptive to our issues

On July 1, SMART launched our endorsement of Joe Biden to serve as the next President of the United States. This comes at the conclusion of a long process where union leadership met with every 2020 presidential candidate over the course of the past four years. At the end of this process, which included input from all corners of the Union, we reached the conclusion that Biden was the best choice for the members of our Union and for all working families across the United States.

SMART has had a long working relationship with the former Vice President ever since his early days as an elected official in Delaware. Thanks to this long and productive relationship, we have come to intimately learn his positions on the blue-collar issues members find important to them, including as recently stated good union middle class jobs, and the right to collective bargaining and organizing. In fact, Vice President



By Joseph Sellers Jr.

Biden listened to SMART issues and responded with a video before our endorsement.

Former Vice President Biden has time and again been vocal in his support for working families. He has not only lent his words, but his actions on retirement and industry issues members are concerned about. As a U.S. senator, he traveled every day from Wilmington, Del., to Washington, D.C., and back. He met day to day with the men and women who staffed America's passenger rail lines. He got to know their stories and challenges and was instrumental in the passage of the Railroad Retirement and Survivors' Improvement Act. He worked to beef up retirement benefits for employees and their spouses, boost

disability benefits and lower the minimum service requirement while providing full benefits for surviving spouses. Biden also supports registered apprenticeship programs and will fight to protect and expand the standards they set.

This is in stark contrast to the current administration, which set out to threaten the very future of the unionized sheet metal industry and construction crafts by attempting to include Industry Recognized Apprenticeship Programs in the construction industry. It took a major effort across the building trades to fight off this attempt. No doubt, these programs are still on the table as Trump has staffed his Departments with opponents to the value of labor, including registered apprenticeship programs. Retaining his current administration very well could set off more battles over the very future of our apprenticeship system that has served as the model others have been measured by for over a cen-

tury. The Federal Rail Administration (FRA) during the Obama-Biden administration began the process of mandating two-person crews through its rulemaking process. Instead of railroad executives, Biden influenced the decision-making process to ensure a SMART-TD member was placed at the head of FRA – proof of his openness to hearing blue-collar views.

On the opposite end, the Trump administration showed its true colors when it came to the basic health and safety of rail workers by not only scrapping this proposed rule but opening the door to allow carriers to operate locomotives with just one crew member. If allowed to come to fruition, the decision by Trump's FRA will place the health and safety of railroaders and the communities they pass through at risk, while at the cost of thousands of union member jobs. Maintaining employment is at the core of the issues facing members and working families during

the current pandemic, the Trump administration has done little to address worker health and safety as COVID-19 rages across every community across the United States. Instead of directly addressing the spread of the virus and implementing the necessary safeguards to stop it, the Trump administration instead busied itself with health and safety waivers for high-rolling donors on Wall Street and big-business interests. One of the most egregious examples of this comes from FRA's granting and subsequent extension of safety waivers to freight rail carriers in the early stages of the coronavirus pandemic. In the spring, we applauded our essential workers, those putting others before themselves; first responders and SMART members going to work every day. The cavalier and ill prepared Trump administration had a clear choice – concern itself with the health and safety of our country.

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Bus Department News

A message from your Bus Department leadership

Brothers & Sisters,
I pray that you and your families are safe during these very trying times. I pray for our members as well as everyone who has been personally affected by this pandemic.

Not including hospital employees and first responders, I don't know of any industry that has been more adversely impacted by the spread of COVID-19 than the transit industry. The Coronavirus Aid, Relief and Economic Security Act (CARES Act) offered some relief, but not nearly enough to deal with all the adversity that we as an industry have faced.

The transit industry received \$25 billion of which \$22.7 bil-



Studivant

lion went to large and small urban areas and \$2.2 billion to rural areas. SBA loans made to some com-

panies were not properly tracked to ensure that the Paycheck Protection Program (PPP) was adhered to accurately, so we have faced some difficulties.

While some members who have been furloughed have since been recalled, there are still far too many who have not. And for those who have not now brings the added problem of making COBRA

payments to maintain health care coverage, and our school bus operators and aides/monitors are unsure of their immediate status given the uncertainty as to whether school will open this fall.

What I can say is that we at the international level are doing any and everything to reduce the problems experienced by our members during this unforgettable time. There has been discussions with government agencies and local and federal leaders to get any relief made available to us to lessen the stress for our members. If these issues are not pressing enough we as a nation must deal with the racial inequality that has once

again engulfed our nation. SMART General President **Joe Sellers** and TD President **Jeremy Ferguson** have gotten ahead of this matter by putting a group of leaders together to form a Recruitment and Retention Council that will be rolling out very soon to all locals.

The diversity in our union is something all of us should be proud of, where we can call those who don't look like us brother and sister. All too often, not getting involved in these matters inevitably makes us part of the problem and not the solution.

So, I encourage all our members to speak up and speak out when they witness

racism in the workplace or racism within our ranks. We need to let everyone know that SMART will not tolerate any member or any human being to be subjected to racist behavior from others. We are a group where members and all others are able to be who they want to be without fear of retaliation.

Remember to stay safe, wear face coverings and social distance whenever possible and keep washing and/or sanitizing your hands.

In solidarity,
Calvin Studivant
VP Bus Department,
SMART-TD
216-630-0963



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TRANSPORTATION DIVISION PRESIDENT'S COLUMN

Month provides pair of bright victories in 2PC fight

Your SMART Transportation Division leadership continues to battle for the safety and well-being of all of our members as our nation winds its way through the ongoing COVID-19 pandemic this summer.



By Jeremy Ferguson

While the carriers continue to operate with their eyes on the bottom line with their job cuts and safety waivers greenlit by the Federal Railroad Administration (FRA), all while maintaining their revenue, labor has achieved two important victories in the battle over train crew size just this month.

As briefly discussed in my prior column and detailed more fully on this issue's front page, the Democratically controlled U.S. House passed H.R. 2, the Moving Forward Act on July 1.

Pundits and others feel that this bill is likely dead in the water due to obstruction from the Republicans in the U.S. Senate and in the White House. Sadly, this may turn out to be the case. Such would dampen the result of all our grassroots efforts and the National Legislative Department's deter-

mination that got our important issues in the bill and ultimately two steps away from becoming the law of the land, but we will not be deterred and we will continue marching forward on this!

We will be sure to remember the names of those obstructionists who feel that the regulations in H.R. 2 for bus, rail and transit worker safety are not important enough to consider as their names come up on the ballot in November and in the future.

We also experienced a second victory related to crew size in Kansas.

State Legislative Director Ty Dragoo and his board have spent years laying the groundwork for success. Late this month on July 27th, the state Department of Transportation announced it had introduced a regulation maintaining two

qualified crew members in the cab of trains operating in the state.

Dragoo and the board's diligent networking with the governor and state officials and their strong mobilization efforts were a success. Now only a carrier lawsuit or an intercession by the state attorney general on the part of the carriers can prevent the regulation from going into effect.

We as a union also are going to do a more thorough job of emphasizing our successes. One new feature that we have added is on Page 6. We want you to know that we are fighting for YOU on multiple fronts and are winning.

From the national rail contract negotiations standpoint, the SMART-TD negotiating team along with the rest of the rail labor leaders in the Coordinated Bargaining Coalition (CBC) for this round of national freight rail negotiations participated in a Zoom conference meeting with NRLC Chairman Brendan Branon and participating carrier representatives on July 28th. This meeting

was held for the sole purpose of reviewing Power-Point presentations relative to each side's respective positions on issues contained within their Section 6 Notices. While there were no negotiations during the Zoom meeting on July 28th, it was beneficial to both sides in an effort to keep the process moving forward in a good-faith effort to achieve a voluntary agreement.

The first formal negotiation meeting took place, in person, earlier this year on February 26th and 27th with the second meeting scheduled for March 31, 2020.

This never happened due to the COVID-19 pandemic and all subsequent scheduled meetings were also canceled. The July 28th meeting was the first time the parties had convened in any manner since February.

We will keep everyone updated with any new developments on your contract negotiations as they transpire.

Two important court cases remain under consideration.

All briefings on our appeal in the 5th Circuit Court of

Appeals challenging a ruling by a judge appointed by President Trump that attacked our crew consist agreements were completed July 10. We are awaiting the court's decision.

In the 9th Circuit Court, oral arguments in the two-person crew case against the Federal Railroad Administration have been scheduled for Oct. 5. Administrator Ron Batory in May 2019 attempted to declare all state two-person crew regulations null and void. That action has been challenged by SMART-TD, rail labor and multiple states.

I'll have more details about these topics and others in a future column. Until then, it is my firmest hope that all of you and your loved ones remain safe and healthy.

Fraternally,



Jeremy R. Ferguson
President,
Transportation Division

SMART Transportation Division 2020 budget

Pursuant to Article 21B, Section 16, of the SMART Constitution, below is the 2020 budget for the SMART Transportation Division

Fund	Jan. 1, 2020	Receipts and Other Additions	Disbursements and Other Deductions	Negative Funds Adjustment	Dec. 31, 2020 (Projected)
General	\$8,938,149	\$20,067,327	\$(18,818,018)	\$(731,881)	\$9,455,577
Education and Training	-	\$855,000	\$(754,872)	-	\$100,128
Maintenance of Membership	\$131,126	\$624,000	\$(1,487,007)	\$731,881	-
Public Relations	-	\$312,000	\$(250,138)	-	\$61,862
Strike	\$7,654,436	\$156,000	-	-	\$7,810,436
Convention	\$1,752,647	\$1,248,000	-	-	\$3,000,647
Total funds	\$18,476,358	\$23,262,327	\$(21,310,035)	-	\$20,428,650

New Jersey



Shown above, members of the SMART-TD New Jersey State Legislative Board, both new and returning, are sworn in by U.S. Rep. Tom Malinowski (D-7th District), pictured at left, at the board's reorganization meeting in mid-June.

Wisconsin



SMART-TD Local 590 Legislative Representative Steve James, right, presents a TD PAC check to Dave Considine, who represents the 81st District in the Wisconsin State Assembly.

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 National Railroad Adjustment Board, First Division Award No. 30122 (Simon, 2020), the Organization arbitrated a case where a local union officer was disciplined for remarks he allegedly made to a carrier officer during a telephone conversation. 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. Specifically, the Board reasoned that the local union officer was afforded a "cloak of immunity" because the statements he made to the carrier officer were done so in the role of a representative of the employees. As information, GO-898 General Chairperson **Tommy Gholson** progressed this case to the First Division.

...

■ In National Railroad Adjustment Board, First Division Award Nos. 30150 and 30151 (Tener, 2020), the Organization argued the dismissal cases of a Locomotive Engineer and Conductor who were dismissed by the Tazewell & Peoria Railroad for allegedly operating their train past a signal displaying a red indication. However, the signal appeared to display a yellow indication in the field. On the date following the occurrence of the incident, the Carrier performed a reenactment of the events under investigation. Based on that reenactment, the carrier officers, although fully aware of the fact that the dispatching system intended to display a red indication on the signal in question, testified at the formal investigation that the signal appeared to display a yellow indication in the field. Despite that fact, the Carrier reasoned that it had just cause to find both Claimants guilty as charged and terminate their employment.

After reviewing both cases, the Board adopted the Organization's argument that the signal in question displayed a "phantom signal" in the field. Based on the Board's findings and conclusions, both Claimants were reinstated to their positions with the Carrier and awarded full back pay for all time lost while they were in dismissed status. These

cases were progressed to the First Division by General Chairperson **Chad Rossman**.

...

■ In National Railroad Adjustment Board, First Division Award Nos. 30141 and 30142 (Simon, 2020), the Organization adjudicated the dismissal cases of a Locomotive Engineer and Conductor who were dismissed by CSXT. In both cases, the Claimants were charged with allegedly claiming pay for work not performed. Observing that the charges advanced against the Claimants were groundless, the Board rationalized: "The Carrier is not privileged to charge an employee with one offense, and then discipline him for another after determining it had not proven the offense for which he was charged. When the Hearing Officer said, 'And understand, nobody is saying you stole anything,' the Claimant was effectively exonerated."

In reaching its conclusion that the Carrier failed to prove the charges brought against the Claimants, the Board reinstated both Claimants to service and made them whole for all lost wages and benefits as a result of their dismissals. Both cases were



progressed to the First Division by GO-49 General Chairperson **Rick Lee**.

Public Law Boards

■ In Public Law Board 7579, Award No. 127 (Tener, 2020), the Board arbitrated a case related to a Conductor who was dismissed by Norfolk Southern on account of alleged conduct unbecoming when he claimed pay for time not worked and provided false and conflicting statement regarding a matter under investigation to a Carrier Officer.

In reaching its conclusion that the Carrier failed to meet its burden of proof, the Board maintained that the record of the case disclosed that Crew Management mistakenly placed the Claimant on the scheduled Engineer Trainee position when it had been his intent to be off work so he could attend court. Finding that the Carrier's allegations against the Claimant were unwarranted, the Arbitrator reinstated the Claimant to his former employment status with the Carrier and ordered that he be made whole for all lost earnings as a result of the dismissal. GO-687 General Chairperson **James Ball** and International Vice President **David**

B. Wier, Jr. handled this case before Public Law Board 7579.

Bus Arbitration Report

Vice Presidents **Alvy Hughes** and **Calvin Studivant** report that the Bus Department has received several favorable arbitration awards. Here are some decisions from Federal Mediation Conciliation Service (FMCS) and California Public Employment Relation Board (PERB):

■ In an Arbitration Decision related to FMCS Case No. 190607-07924 (West, 2020), the Organization submitted a grievance to the Board concerning Transit Management of Charlotte's misapplication of the Collective Bargaining Agreement when it failed to pay a Bus Operator all of her accrued vacation benefits upon her retirement from the Company. The Claimant retired from the Company on March 5, 2019. Based on her years of service with the Company, the Claimant was entitled to five (5) weeks of vacation pay for the calendar year of 2019.

However, the Company alleged that vacation benefits and entitlements are accrued from seniority date to seniority date. Based on that

interpretation of the Agreement, the Company claimed that it had the contractual latitude to deny the Claimant her five (5) weeks of vacation pay. Notwithstanding the Company's interpretation of the Agreement, it was the Organization's vehement position that employees accrue their vacation based upon service rendered in the prior year, and for that reason, it was the Organization's position that the Claimant accrued her vacation in full at the beginning of the calendar year in 2019. In analyzing the Agreement language, Arbitrator West found that the Organization's position that the Claimant was entitled to a full five (5) weeks of vacation was correct since she worked the requisite amount of dates in the previous calendar year to accrue a full vacation allotment for 2019 at the beginning of the year.

In addition, the Arbitrator ruled that all Bus Operators' vacation time shall be awarded at the beginning of the calendar year in full. Local 1715 General Chairperson **Kevin Moss** and International Vice President **Alvy Hughes** handled this case before the FMCS Arbitration Board.

...

■ A pending arbitration case was settled concerning the termination of a Member of Local 1741 in San Francisco, California. The member was accused of harassment and demonstrating lewd behavior toward a supervisor. International Vice President **Calvin Studivant** assisted in resolving the case for an undisclosed monetary settlement and removal of termination from the Member's file. All parties were in agreement with the final resolution.

...

■ In the matters of SMART GO-875 and Los Angeles County Metropolitan Transportation Authority (METRO), General Chairperson **John Ellis** received two favorable arbitration awards involving Local 1563. The Company terminated a Member for "refusal to test." The Company cited its Drug and Alcohol Work Environment Policy as a basis for terminating the Grievant. The Arbitrator held that the Grievant reasonably believed the instruction given to take the test at another time was just. The Grievant was reinstated and made whole for lost earnings.

...

■ In Case # U17-0725, a Bus Operator was suspended for an alleged violation of "Employee Code of Conduct." The Union believed that the burden of proof must be more than a preponderance of the evidence due to the seriousness of the charge. The Arbitrator ruled the Agency did not have justifiable cause and sustained the grievance, with the removal of the suspension from the Grievant's record and he was to be made whole.

...

■ In the matter of SMART Local 1564 Case #U18-0554, a Member was charged with violations of the Agency's policies, rules regulations and/or procedures regarding two alleged incidents and was terminated. The Union argued that the termination was unjust, as the punishment did not fit the crime due to the illness of the Grievant. After reviewing the case, the Arbitrator concluded that the Grievant was unjustly terminated. Having concluded that the Grievant's termination was unwarranted, the Arbitrator reinstated the Grievant and ordered that she be made whole for lost earnings. This case also was handled by SMART GO-875 General Chairperson **John Ellis**.

*General Chairpersons — report your bus victories to Bus Department Vice President **Alvy Hughes** at ahughes@smart-union.org and your rail victories to Vice President **David B. Wier Jr.** at dwier@smart-union.org. This is your chance to show members what is being done for them!*

Local 23 steps up to protect members and public

SMART-TD officers and members of Local 23 (Santa Cruz, Calif.) have been the keeper of their union brothers and sisters by providing personal protective equipment (PPE) and advocating for policies to prevent the spread of the coronavirus.

General Chairperson **James Sandoval** (GCA-SCM) successfully protected Santa Cruz Metro employees by ensuring that management enforce a mandatory mask policy for all riders.

Sandoval had been concerned by cases of riders claiming medical exemptions and not wearing masks as required, leading to the potential for confrontation

between drivers and passengers.

Sandoval and California State Legislative Director **Louis Costa** collaborated to ensure that SCM's "no mask, no ride" policy was successfully enforced.

Sandoval also called in and appeared as a guest on "Talk of the Bay" radio show on KSQD-FM 90.7 to discuss SCM's increase of bus capacity limits.

Members also have been creating and distributing masks for their and their riders' safety.

Unionist of the year

Senior Vice Chairperson **Nathanael Abrego** was honored July 26 by the Monterey Bay

Labor Council for being Unionist of the Year.

A representative of more than 200 members on three different properties, Abrego "has put in MANY hours of his own time and he doesn't hesitate to step up when he is needed no matter how busy his own life is," Brother Sandoval wrote.

Congratulations to Brother Abrego and thank you for your service in making our union stronger!



Abrego



Participants in the mask creation effort by Local 23 (Santa Cruz, Calif.) show off their handiwork.

Sellers column: Biden has proven support to union cause

Continued from Page 4

The risk yielded a summer surge of the pandemic costing avoidable deaths, illness continuing to traumatize health systems and the irrevocable harm to the health of our economy. In response to the pandemic, the U.S. Occupational Safety and Health Administration (OSHA) has done nothing more than issue unenforceable voluntary guidance to employers. This approach sends a message not to take strong preventative and protective actions, and it "strips workers of their legal right to seek and receive a worksite inspection by OSHA." It also robs the communities and family members, to which workers return, of protections against the deadly virus, furthering its spread. The traditional standards set by the Obama-Biden Administration would have been a useful starting point for the agency to craft a coronavirus standard, but the Trump administration did not participate and put the project on hold indefinitely and has never gotten back to it. That halt in the process stopped the establishment of specific national standards for planning and training and would also have prearranged the stockpile of personal protective equipment, ventilators and many other items to handle "surges" of sick patients like the ones seen with COVID-19. Instead, at the time of publication, we live in an intentionally divided United States (think about that) and lead the world in COVID-19 deaths and infections with the rate of new cases rising each day. We must remember the leadership and the coordinated response by Obama/Biden as they inherited the 2008/2009 not so great recession and their handling of the H1N1 pandemic of 2009/2010.

We desperately need leadership – we desperately need equal justice under the law – we desperately need an administration that would listen to the science and the experts, so that we could see a result similar to Canada, our brothers and sisters to the north and the rest of the developed world, which is now seeing a return to normalcy. The choice this election has never been clearer. SMART recommends you cast your vote for the only real blue-collar candidate in this election, the one with considerable years of experience who has stood by working families throughout his career: Vice President Joseph R. Biden, Jr.

Fraternally and stay safe,

Joseph Sellers Jr.
General President, SMART

SMART General Executive Council endorses Joe Biden

Continued from Page 1

discuss SMART issues and which candidate best supports them. Over the past four years, SMART leadership has also met with all the major presidential candidates from both parties, including the incumbent president, and had meaningful dialogue with them regarding issues impacting SMART members.

SMART has engaged with and listened to our members from coast to coast about their views and opinions regarding our union, their jobs and current events that affect their future. This effort was launched to ensure members have a say in shaping the course of our union as it proceeds to advance the needs and viewpoints of the membership.

Biden has a long history of engaging with SMART members and working families in both the sheet metal and transportation industries. The

endorsement decision was based on Biden's strong support of the concerns most important to our members, including the need for two-person railroad crews, retirement and pension security, protection of prevailing wages, and a prioritization of workplace safety. He also is dedicated to acting on a plan for real infrastructure work to enhance employment opportunities for current and future members in the industries SMART represents. SMART members have made it clear they can no longer wait after four years of empty promises for new infrastructure initiatives from the current administration.

From his early years working with local sheet metal workers as a County Commissioner in Delaware, to his frequent meetings with SMART Amtrak conductors during his commute back and forth to Washington, D.C., Joe Biden has been acutely aware of and engaged with the issues on the minds of

our members.

After a series of discussions with Biden's campaign staff, where members' feedback and concerns were shared with the candidate, Vice President Biden took the time to respond with a video outlining his positions on the issues. His impassioned message in this video proves that Biden is the clear choice for our union and the membership.

SMART is highly engaged in the political process to ensure our issues are advanced and our members' livelihoods are protected. We also strive to ensure union leadership is transparent and clear with our members when it comes to decisions in the electoral arena. We work to advance our members' issues by advocating and educating on their behalf while supporting candidates, regardless of party, who stand with SMART members and for issues important to all working families.

Former VP Biden delivers video directed at members of our union

Continued from Page 1

you've all stepped up to lead the way. That's not an exaggeration. The truth is: You've always been "essential." And it's about time our government fought for you as hard as you've been fighting for our country. You know, you deserve the PPE and testing that you need to do your jobs without risk or fear. You deserve a safe workplace — and an administration that actually enforces workplace safety rules. You deserve a government that not only protects, but encourages organizing and collective bargaining and advances workers' rights across the board. You know, this crisis has reminded the nation why unions are so essential.

Now it's time to build anew, a more just and equitable economy that empowers unions to do

a lot more. Because despite everything that is happening today, we also have a tremendous opportunity: Not only to rebuild our economy but to invest in workers and build back better for the future.

As president, I'll pass a 1 trillion-dollar infrastructure plan, creating millions of new, good-paying jobs. Good-paying jobs! Require federally-funded projects to meet Davis-Bacon standards, pay a prevailing local wage. I'll protect pensions so everyone can retire with dignity and respect.

You know, I'm a public-transit guy. I'm going to triple funding for public transit — and invest in a "second great railroad revolution." You know, for 36 years, I took the train to work, every single day. Over 250 miles a day — round trip. The crews were like my second family: We Knew

each other's names. We watched each other's kids grow up. That's why it's been one of the greatest honors of my generation that people still call me "Amtrak Joe." And I'm going to keep fighting for those crews: Requiring two-person crews on freight trains, protecting transit workers from assault, making sure that everyone has what they need to safely do their job. Period — period.

Folks, these are unprecedented times. This is the most consequential election in any of our lifetimes. I've stood with labor my whole life. And, as president, I'll keep standing with you. No one — no one will fight harder to get you the thanks, respect and opportunities that you so richly deserve. So I hope you'll join me. I hope you'll join me in this fight, because I promise you: I will never let you down.

GUEST COLUMN

General chairperson's column discusses unionism, Biden

General Chairperson **Adren Crawford** of GO-433 (Canadian National — Illinois Central) had the following op-ed column published in the Tennessean on June 26.

To anyone who thinks America's labor unions aren't relevant, think again.

In what has become both a sad and challenging time in our history, unions are more important than ever — and with Joe Biden as president, they'll be stronger.

Across the U.S., working men and women — union members — are responding to the COVID pandemic with the same courage and work ethic that built the middle class and made our country the most productive nation in the world.

For example, the United Auto Workers are now part of the healthcare system, with members building life-saving ventilators at Ford and General Motors.

United Food and Commer-

cial Workers are keeping the shelves stocked, ensuring that we can put food on our tables and enjoy meals with our families.

Members of the Service Employees International Union are standing on the front lines in hospitals and clinics.

Members of the International Association of Sheet Metal, Air, Rail, and Transportation (SMART) workers have worked tirelessly running freight trains to maintain the flow of goods — such as delivering chlorine-based disinfectants for water, enabling e-commerce, transporting food, and other essential products.

The list goes on.

Let's take stock of this historic moment — and, as we march toward the other side of the COVID crisis, let's recommit to organized labor.

Simply put: Union workers are our heroes right now.

The fact that they're well-



Crawford

organized at this critical time allows them to push for the necessary personal protective equipment, safe working conditions, and overtime wages that they need in order to support all of us.

Union workers' courage stands in stark contrast to the behavior of corporations and anti-labor politicians who have spent decades waging war on organizing and collective bargaining.

The predictable results: Stagnant wages, loss of pensions, and exploitation of workers.

As president, Joe Biden intends to correct these inequities.

He will:

- Check the abuse of corporate power and hold executives accountable.

This means penalizing employers who pretend to bargain with employee unions while sidestepping meaningful agreements with

their workers and also ensuring that federal dollars don't flow to employers who engage in union-busting activities.

- Encourage and incentivize unionization and collective bargaining.

This means extending the right to organize to independent contractors in a fast-growing segment of the economy, enforcing workplace rights for federal employees, and making sure that the National Labor Relations Board does its job in supporting workers.

- Ensure that employees receive the pay, benefits, and protections they deserve.

This means making the minimum wage an actual living wage, directing the Occupational Safety and Health Administration to expand its enforcement of workplace-safety laws, and protecting undocumented immigrants who report labor violations.

Most importantly, Joe

Biden knows that labor rights are civil rights and that the strength of unions is their diversity.

In the days, weeks, months, and years ahead, we owe it to all of our brothers and sisters of color to listen, reflect on our own actions, and recommit ourselves to the fight for economic and social justice.

When we emerge stronger after the multiple crises facing our nation, let's remember the critical role that the American labor movement played in both our economy and our society.

Finally, let's support Joe Biden for president and renew our commitment to labor — and let us never forget the individual workers who pulled us through this crisis and led the fight for economic and social justice.

Adren Crawford is a general chairperson and proud member of the International Association of Sheet Metal, Air, Rail, and Transportation Workers.

Class I rail carriers file their second-quarter earnings reports

Net Earnings: Decreased to C\$908 million from C\$1.25 billion. 57%.

Earnings Per Share: Diluted earnings per share decreased 59% to C\$0.77 from C\$1.88 and adjusted diluted EPS decreased 26% to C\$1.28 from C\$1.73.

Revenue: Decreased 19% to C\$3.21 billion from C\$3.96 billion.

Operating Income: Decreased 53% to C\$785 million from C\$1.27 billion.

Operating Expenses: Increased 6% to C\$2.42 billion.

Operating Ratio: Declined by 18 points to 75.5%; adjusted operating ratio declined 2.9 points to 60.4% from 57.5%.



Net Earnings: Decreased to \$499 million from \$870 million.

Earnings Per Share: Decreased to \$0.65 from \$1.08.

Revenue: Decreased 26% to \$2.26 billion from \$3.06 billion.

Operating Income: Decreased 37% to \$828 million from \$1.31 billion.

Operating Expenses: Decreased 19% to \$1.43 billion from \$1.76 billion.

Operating Ratio: Declined 5.9 points to 63.3%.



Net Earnings: Decreased to \$109.7 million from \$128.7 million.

Earnings Per Share: Decreased to \$1.16 per diluted share from \$1.28.

Revenue: Decreased to \$547.9 million from \$714 million.

Operating Income: Decreased to \$180.4 million from \$208 million.

Operating Expenses: Decreased to \$367.5 million from \$506 million.

Operating Ratio: Improved 3.8 points to 67.1% from 70.9%; adjusted operating ratio worsened 1.5 points to 65.2% from 63.7%.



Net Earnings: Decreased to \$392 million from \$722 million.

Earnings Per Share: Diluted earnings per share decreased to \$1.53 from \$2.70.

Revenue: Decreased 29% to \$2.1 billion from \$2.9 billion.

Operating Income: Decreased to \$610 million from \$1.1 billion.

Operating Expenses: Decreased 21% to \$1.5 billion from \$1.9 billion.

Operating Ratio: Worsened to 70.7% from 63.6%.



Net Earnings: Decreased to \$1.13 billion from \$1.57 billion.

Earnings Per Share: Decreased to \$1.67 per diluted share from \$2.22 per diluted share.

Revenue: Decreased 24% to \$4.2 billion from \$5.6 billion.

Operating Income: Decreased 28% to \$1.13 billion from \$1.57 billion.

Operating Expenses: Decreased 22% to \$2.59 billion from \$3.34 billion.

Operating Ratio: Worsened 1.4 points to 61.0% from 59.6%.



Editor's note: The earnings of BNSF parent company Berkshire Hathaway had not been released as of press time. The data will be posted on the SMART-TD website when released.



Here's your 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 **high-resolution horizontal photos** to news_TD@smart-union.org along with details about what's going on in the photo. If your pic is picked, you get copies of the calendar to share. **The deadline is Sept. 18!**
(Be sure to observe all rules and regulations regarding photos on your property!)

GUEST COLUMN

This retired union member damn sure of the side he's on

"Which side are you on?" That's the title of a popular union song often sung on picket lines and at strikes.



DiLeo

I have no doubt which side I'm on.

Ten years ago, I retired as an international union representative, spending 32 years organizing workers, negotiating contracts and handling grievances and discipline cases and being an activist in the politics of my state and community.

Of course, I have a pension, Social Security, Medicare and a supplemental health care policy that covers the gap between what Medicare pays and what I would owe. So basically no out-of-pocket expenses for medical care. As you age and then retire, you realize that without those benefits, there would be a damn good chance you would be living on the street, unless you worked a non-union job that paid you enough to retire with comfort, provided you saved enough.

Based on the fact that I can live a decent retirement, I have no doubt whose side I'm on.

I realized a long time ago that when the "unions inspiration through the workers blood shall run, there can be no power greater anywhere beneath the sun, yet what force on earth is weaker than the feeble strength of one" that the union makes us strong. The labor movement is a just cause for the protection of workers and their families and are responsible for creating the middle class. I also know from experience that if you don't have a seat at the table, then you for damn sure will be on the menu!

We (you) have enemies. Giant corporations, right-wing extremist organizations whose sole purpose is to crush unions, lower wage rates, increase profits and curtail benefits. Court cases filed against unions on a whole front of issues important to us, financed by well-known groups

are making headway in destroying unions and the middle class. That's you, in case you're wondering.

I am baffled why so many of our members are not only disengaged in supporting labor's goals, but feed into the rhetoric of right-wing politicians who make no bones about wanting to destroy unions. They are the same ones who want to cut Social Security and Medicare. Hope you have enough money saved to take care of your aging parents if those cuts happen.

Since 1935, when the Wagner Act was passed giving unions the right to organize under the law, the same right wing voted (103) of them, against the Wagner Act.

In 1965 when Medicare was passed, 116 right leaners voted against it in the House of Representatives and 24 in the Senate.

Let's get real, brothers and sisters, I know you are angry at politicians, but it's what you get when you are not involved in supporting your union. I found out from 32 years of

being on the front line of organized labor's push to protect workers that in the labor movement you get what you take.

If you are not strong enough and have no solidarity and do not support your union, you'll get taken by some bulls— argument that we are a bunch of socialists out to destroy America. Really?

For your own sake, and the sake of your families, vote for bread-and-butter candidates and don't cut your own throat by buying into some label like "socialism" or any other -ism.

Vote your pocketbook. Politicians come and go, but you are the rock of America.

Stand up for yourself, your union and your country.

Solidarity forever — the union makes us strong!

Don DiLeo, of Trenton, N.J., is chairman of the Union Veterans Council sponsored by the New Jersey State AFL-CIO.

TD leaders provide input in 'Green For All' report on transit

SMART Transportation Division Bus Department Vice President **Alvy Hughes** and General Chairperson **John Ellis** (GO-875 — LACMTA) helped the Dream Corps' "Green For All" advocacy group in assembling a report on making public transit safer throughout the country.

VP Hughes and GC Ellis took part in a videoconference interview with campaign manager Nicole Wong and discussed the experiences SMART-TD members are

having during the pandemic as well as protective steps.

"This was a humbling experience to be a part of this report," Hughes said. "I have realized there are transit agencies experiencing common problems as our bus transit locals. The surprising result for me was some transit agencies not providing PPE for operator's safety."

The report is at <https://www.thedreamcorps.org/our-programs/green-for-all/campaigns/safetransit/>.

Recommendations for Transit Agencies

- Protect safety of riders & workers: PPE, cleaning
- Protect workers: hazard pay & paid leave
- Maintain high service levels
- Engage communities meaningfully
- Suspend fares
- Accelerate zero-emission & lower-carbon vehicles

Recommendations for Congress

- Increase funding for operations & touchless payment
- Incentivize service frequency & reduced fares
- Fund electrification & low emission vehicles
- Prioritize equity for future transit projects

Safe, Reliable, Equitable Transit
Healthy Economy
DREAM CORPS GREEN FOR ALL

LOCAL OFFICERS: SEPT. 18 IS TIMEBOOK DEADLINE

All locals must complete a timebook order form and return it to the SMART TD office by Sept. 18, 2020.

It's important that the form is completed by a local officer even if the local does not desire to receive the books. Locals will be contacted if a form is not received. Local officers also may return the form — available on the TD website by following the QR code above — by any one of the methods listed below.



Fax to: 216-227-5208 – ATTN: **Dora Wolf**
 Email to: dewolf@smart-union.org
 Via mail to:
 SMART TD
 ATTN: Dora Wolf
 24950 Country Club Blvd, Ste. 340
 North Olmsted, OH 44070-5333

A confirmation email will be sent to acknowledge receipt of your order — if you do not receive the email within 10 days of submission, please call 216-228-9400 and follow the menu prompt for the Updating Department. We also want ideas and feedback on how this office may improve the books.

Please submit any feedback to Dora Wolf by Sept. 4, 2020.

American Products has protective masks

Bulk quantities of facemasks 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.

Made in USA
Face Masks for Everyday Wear
NOT INTENDED FOR CLINICAL USE - MUST BE LAUNDERED BEFORE USE

Style 1
Not decorated / bags of 25 - \$5.25 each mask
Must be ordered in quantities divisible by 25
Minimum order 50

Style 2
Sold in bags of 10 / must be ordered in quantities divisible by 10.
Minimum order 50 - \$5.75 each mask

DECORATING OPTION IS AVAILABLE

COLORS: French blue, Navy, White, Black, Blue Camo, Grey Camo and Green Camo

Contact: Sherry Schirripa • sschirripa@comcast.net
 OR Vicki Harrington • vharrington@atc-ny.com



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

RR RETIREMENT Q&A: Contrasting between Social Security, rail benefits

The Railroad Retirement Board (RRB) administers the Railroad Unemployment Insurance Act (RUIA), which provides unemployment benefits for those who become unemployed but are ready, willing, and able to work; and sickness benefits for those who are unable to work because of sickness or injury. Sickness benefits are also payable to female rail workers for periods of time when they are unable to work because of health conditions related to pregnancy, miscarriage or childbirth. A new benefit year begins each July 1.

1. What are the eligibility requirements for railroad unemployment and sickness benefits in July 2020?

To qualify for normal railroad unemployment or sickness benefits, an employee must have had railroad earnings of at least \$4,012.50 in calendar year 2019, counting no more than \$1,605 for any month. Those who were first employed in the rail industry

in 2019 must also have at least five months of creditable railroad service in 2019.

Under certain conditions, employees who do not qualify on the basis of their 2019 earnings may still be able to receive benefits. Employees with at least 10 years of service (120 or more months of service) who received normal benefits in the benefit year ending June 30, 2020, may be eligible for extended benefits, and employees with at least 10 years of service (120 or more months of service) might qualify for accelerated benefits if they have rail earnings of at least \$4,137.50 in 2020, not counting earnings of more than \$1,655 a month.

In order to qualify for extended unemployment benefits, a claimant must not have voluntarily quit work without good cause and not have voluntarily retired. To qualify for extended sickness benefits, a claimant must not have voluntarily retired and must be under age 65.

To be eligible for accelerated benefits, a claimant must have 14 or more consecutive days of unemployment or sickness; not have voluntarily retired or, if claiming unemployment benefits, quit work without good cause; and, when claiming sickness benefits, be under age 65.

2. What if I'm not eligible for railroad unemployment benefits under the criteria in Question 1?

You may be eligible for benefits under a new temporary federal program called Pandemic Unemployment Assistance (PUA) created under the CARES Act. In general, PUA provides up to 39 weeks of unemployment benefits to individuals not eligible for regular unemployment compensation or extended benefits, including those who have exhausted all rights to such benefits. The PUA program is administered by individual states, not the RRB. For eligibility information, and to find the application process in each

state, please visit careeronestop.org, and under the Find Local Help tab, select Unemployment Benefits Finder.

3. What is the daily benefit rate payable in the new benefit year?

Almost all employees will qualify for the maximum daily benefit rate of \$80. Benefits are generally payable for the number of days of unemployment or sickness over four in 14-day claim periods, which yields \$800 for each two full weeks of unemployment or sickness. Sickness benefits payable for the first 6 months after the month the employee last worked are subject to Tier I Railroad Retirement payroll taxes, unless benefits are being paid for an on-the-job injury.

Claimants should be aware that as a result of a sequestration order under the Budget Control Act of 2011, the RRB will reduce unemployment and sickness benefits by 5.9 percent through Sept. 30, 2020. As a

result, the total maximum amount payable in a two-week period covering 10 days of unemployment or sickness will be \$752.80. The maximum amount payable for sickness benefits subject to Tier I payroll taxes of 7.65 percent will be \$695.21 over two weeks. It is expected that sequestration will force a 5.7 percent reduction in unemployment and sickness benefits beginning Oct. 1, 2020. Future reductions, should they occur, will be calculated based on applicable law.

In addition, under the CARES Act, the amount of an unemployment benefit is increased by \$1,200 per two-week period. This increased amount, which is not subject to sequestration, is applied to any two-week registration periods that began on or after April 1, 2020, through July 31, 2020. (Sequestration is not applied to benefit payments issued under the CARES Act.) The CARES Act includes a separate appropriation of \$425 million to pay for this added

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T H E F I N A L C A L L

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
5	Flowers, Wm. E.	Topeka, Kan.	473	Wagoner, Paul D.	La Grande, Ore.	1060	Sykes, Charles M.	Chickasha, Okla.
14	Sharp, Plege L.	Florence, Ky.	498	Gilbert, Gerald	Saylorsburg, Pa.	1081	Promberger, William F.	Sun City, Ariz.
60	Souder, Wayne	Allentown, Pa.	610	Phillips, Roy Jack	Pasadena, Md.	1166	Barefoot, George B.	Charlotte, N.C.
72	King, Charles L.	Columbia, Tenn.	620	Sedon, Thomas S.	Bull Shoals, Ark.	1177	Leinen, Eugene A.	Breckenridge, Minn.
145	Warner, James A.	Westerville, Ohio	622	Henderson, Joseph C.	Jasper, Ala.	1202	Chevalier, Larry J.	Temperance, Mich.
145	Graham, Charles R.	Columbus, Ohio	645	Lynch, James A.	St. James, N.Y.	1313	Teuton, Larry M.	La Grange, Texas
221	Marshall, Russell A.	Benton, Ark.	650	Beach, Rex C.	N. Las Vegas, Nev.	1316	Stollings, Marshall	London, Ky.
238	Nielsen, Max V.	Roy, Utah	663	Smith, George S.	New Limerick, Maine	1346	Beals, Harold	Nashville, Tenn.
238	King, Calvin B.	West Haven, Utah	663	Carey, Herbert R.	Milo, Maine	1365	McCain, Theodore E.	Meadville, Pa.
298	Anderson, Johnny D.	Black Mtn., N.C.	756	Collier Jr., Richard W.	San Antonio, Texas	1366	Jones, Robert L.	Huachuca City, Ariz.
298	Carson Jr., David H.	Logansport, Ind.	762	Sexton, Cecil D.	Wetumpka, Ala.	1366	Madsen, Kim M.	Salt Lake City, Utah
298	Berkshire, Donald R.	Columbia City, Ind.	768	Cisco, Ronald E.	Taylorville, Ill.	1374	Caldwell, Clyde W.	Mount Pleasant, Pa.
300	Carroll Jr., Clayton A.	Brookhaven, Pa.	768	Carter, Donald L.	Decatur, Ill.	1376	Bagby, Robert S.	Columbus, Ohio
312	Bartley Sr., Ronald D.	Wis. Rapids, Wis.	772	Beard Sr., Ben S.	Jackson, Tenn.	1413	Hudson, Robert	Columbia, S.C.
313	Semposki, Charles R.	Gowen, Mich.	792	Wills, Ronald S.	Akron, Ohio	1473	Presho, Charles A.	Medford, Mass.
318	Martyniak, Michael R.	Elmira, N.Y.	792	Carmel, Edwin O.	Fredericktown, Ohio	1518	Cochren, W.H.	Winslow, Ind.
318	Roe, William F.	Bethlehem, Pa.	794	Fisk Jr., John R.	Wellington, Kan.	1548	Beasley, Robert O.	Indianapolis, Ind.
318	Witmer Sr., Richard B.	Sunbury, Pa.	830	Groner, James H.	Selinsgrove, Pa.	1570	Sanford, Daniel W.	Roseville, Calif.
322	Christian, Donald R.	Pensacola, Fla.	832	Carman, Maurice E.	Stevens Point, Wis.	1628	Sklenar, Andrew T.	Braddock, Pa.
330	Moyers, Steve A.	Cunningham, Ky.	835	Barclay, James A.	Bakersfield, Calif.	1831	McElwee, John	Massapequa, N.Y.
367	Keith, Mike L.	Omaha, Neb.	886	Contois, Lee D.	Marquette, Mich.	1929	Childress, Jimmy L.	Fayetteville, Tenn.
367	Navarro, Carlos A.	Omaha, Neb.	903	Peterson Sr., Daniel F.	Jacksonville, Fla.	1929	Carron, Christopher	Millstadt, Ill.
378	Chisholm, Warren F.	Avon Lake, Ohio	1006	Liston, Thomas F.	Burke, Va.	1973	Cheever, Howard D.	Sioux City, Iowa
440	Allen Jr., Shelby	Cincinnati, Ohio	1007	Olson, Richard W.	Chittenango, N.Y.	1974	Wood, Robert J.	N. Little Rock, Ark.

Father of past FRA administrator passes away

Joseph F. Szabo, of Munster, Ind., and formerly of Riverdale, Ill., a retired member of Local 1299 (Chicago, Ill.) passed away June 12, 2020.

An Army Air Corps veteran, Brother Szabo was a loving husband, father and grandfather and retired with 39 years of service as a switchman for the Illinois Central Railroad, where he served as secretary/treasurer and as chaplain for his local. His drive to provide for his family often led him to hustle second jobs: He sold autos at Ford dealerships, owned gas stations, worked at the Chicago Board of Trade, worked at Republic Steel, and ran a small business installing TV antennas.



Szabo

But it was the camaraderie of railroading he loved and he remained close with former co-workers in retirement.

Joseph had a lifelong passion for the Chicago Cubs and loved taking his family to Wrigley Field. As an uncle, he was very close with his nieces, nephews and their families, and loved large family gatherings where he shared love, wisdom, stories and his wonderful sense of humor.

In retirement he served as a volunteer tax preparer for AARP, a volunteer Village Inspector in Riverdale, Ill., as a member of the Chicago South Suburban Mass Transit District Board and as chaplain for the Dolton Elks. Active in community theater earlier in his life, he enjoyed singing in the chorus at the Hartsfield Village Retirement Community.

He is survived by his loving children, Jo Carol (Thomas, dec) Clark, Susan (Richard) Stables, Peggy Szabo, former Federal Railroad Administrator and Illinois State Legislative Director **Joseph C. Szabo** (Local 120, Chicago, Ill.) and Clark (Diana) Szabo; and his four precious grandchildren.

SMART Transportation Division offers its sincere condolences to Brother Szabo's family, his friends, Local 1299 and all who knew him.

Railroad Retirement Q&A

Continued from Page 10

"recovery benefit." If this fund is exhausted, the new provision will no longer apply.

4. How long are these benefits payable?

Normal unemployment or sickness benefits are each payable for up to 130 days (26 weeks) in a benefit year. The total amount of each kind of benefit which may be paid in the new benefit year cannot exceed the employee's railroad earnings in calendar year 2019, counting earnings up to \$2,073 per month.

If normal benefits are exhausted, extended benefits are payable for up to 65 days (during seven consecutive 14-day claim periods) to employees with at least 10 years of service (120 or more cumulative service months).

The CARES Act also authorizes payment of extended unemployment benefits to rail workers who received unemployment

benefits from July 1, 2019, to June 30, 2020. Under the legislation, railroad workers with less than 10 years of service may be eligible for up to 65 days of extended benefits within 7 consecutive two-week registration periods. Workers with 10 or more years of railroad service, who were previously eligible for up to 65 days in extended benefits, may now receive benefits for up to 130 days within 13 consecutive two-week registration periods. No extended benefit period under this provision will begin after Dec. 31, 2020.

Claimants can log in to myRRB.gov to view their account info, call the agency toll-free at 877-772-5772 to access information about the status of unemployment and sickness claims or payments 24 hours a day, seven days a week or send a secure email to their local office by accessing Field Office Locator at RRB.gov and clicking on the link on their local office's page.

HOLE IN ONE!



Lyle J. Spratt, 90, a retiree of Local 577 (Northlake, Ill.) and an Alumni Association member, sank a 117-yard hole in one using a 4-wood on the fourth hole at Shell Point golf course in Fort Myers, Fla., earlier this year. His twice-weekly golf outings began in 1991 when he retired from the Chicago and Northwestern Railroad. He hired out toward the end of 1948 and served as vice president of Local 577 in the 1980s. He remains very active and still attends an occasional Local 577 meeting, Local Secretary **Marc Ricker** said.

Transportation Division policy concerning fees objectors

1. Any person covered by a UTU, now SMART, union shop or an agency shop agreement in the United States who elects to be a non-member has the legal right to object to political and ideological expenditures not related to collective bargaining, contract administration, or other activities germane to collective bargaining. Each non-member who objects shall pay reduced fees. In the public sector, nonmembers can elect to pay their fair share of the costs of collective bargaining by paying the agency fees, or they have the right to pay no fees.

To the extent permitted by law, a non-member cannot participate in union elections as a voter or as a candidate; attend union meetings; serve as delegate to the convention or participate in the selection of such delegates; or participate in the process by which collective bargaining agreements are ratified.

2. Notification of objection procedures:
 a. To be a nonmember fee objector and pay reduced fees, the objecting non-members shall provide notice of objection by notifying the President, Transportation Division of the objection by first-class mail postmarked during the month of September preceding the calendar year to which s/he objects, or within thirty (30) days after he/she first begins paying fees and receives notice of these procedures. The objection shall contain the objector's current home address. Once a non-member objects, the objection shall stand until revoked. Objections may only be made by individual employees. No petition objections will be honored.

b. A nonmember who is a public employee: To be a nonmember fee objector and pay no fees, the objecting non-member shall provide notice of objection by notifying the President, Transportation Division of the objection by first-class mail during the period agreed to in his/her Authorization for Fee Deduction form, if applicable. The objection shall contain the objector's current home address. Once a non-member objects, the objection shall stand until revoked. Objections may only be made by individual employees. No petition objections will be honored. Any new hire of a public employer who wishes to be a nonmember should not fill out an Authorization for Fee Deduction form. Anyone who believes they are having dues improperly deducted must notify the President Transportation Division in writing.

3. The following categories of expenditures are chargeable:
 a. All expenses concerning the negotiation of agreements, practices and working conditions;
 b. All expenses concerning the administration of agreements, practices and working conditions, including grievance handling, all activities related to arbitration, and discussion with employees in the craft or class (or bargaining unit) or employer representatives regarding working conditions, benefits and contract rights;
 c. Convention expenses and other union internal governance and management expenses;
 d. Social activities and union business meeting expenses;
 e. Publication expenses to the extent coverage is related to chargeable activities;
 f. Litigation expenses related to contract administration, collective bargaining rights, and internal governance;
 g. Expenses for legislative and administrative agency activities to effectuate collective bargaining agreements;
 h. All expenses for the education and training of officers and staff intended to prepare the participants to better perform chargeable activities;
 i. All strike fund expenditures and other costs of economic action, e.g., demonstrations, general strike activity, informational picketing, etc., that benefit members of the bargaining unit or craft formerly represented by UTU, now SMART.

Percentage of chargeable fees determined by analyst for calendar year 2019	
Transportation Division	79 percent
State Legislative Boards	
LO 005 California ¹	72.6 percent
Unreviewed boards ²	0.0 percent
General Committees of Adjustment, including locals under jurisdiction	
GO 927 Union Pacific ³	98.7 percent
Unreviewed committees ⁴	99.6 percent

¹ Calculated by applying the lowest of previous reviews of the applicable legislative board providing the board has had eight or more reviews.
² Unreviewed state legislative boards will have a 0 percent chargeable percentage applied to new objectors.
³ Estimate based on Second and Third Quarter reports.
⁴ Unreviewed general committees will have the historical average of chargeable percentages of audited general committees, which is 99.6 percent, applied to any new objectors.

4. SMART shall retain a certified public accountant to perform an independent audit of the records of the Transportation Division and subordinate units maintained by the President, Transportation Division. The Transportation Division shall designate an analyst for the purpose of determining the percentage of expenditures that fall within the categories specified in Section 3. The amount of the expenditures that fall within Section 3 shall be the basis for calculating the reduced fees that must be paid by the objector. The analyst shall also give an opinion concerning the adequacy of the escrow amounts maintained pursuant to Section 17, and later will verify the existence and the amounts of money in any escrow accounts.

5. The analyst shall complete the report no later than August 31. This report shall include an analysis of the major categories of union expenses that are chargeable and non-chargeable.

6. Each person entitled to receive the analyst's report may challenge the validity of the calculations made by the analyst by filing an appeal with the President, Transportation Division. Such appeal must be made by sending a letter to the President, Transportation Division postmarked no later than thirty (30) days after issuance of the analyst's report.

7. After the close of the appeals period, the President, Transportation Division shall provide a list of appellants to the American Arbitration Association (AAA). All appeals shall be consolidated. The AAA shall appoint an arbitrator from a special panel maintained by the AAA for the purpose of these arbitrations. The AAA shall inform the President, Transportation Division and the appellant(s) of the arbitrator selected.

8. The arbitration shall commence by October 1 or as soon thereafter as the AAA can schedule the arbitration. The arbitrator shall have control over all procedural matters affecting the arbitration in order to fulfill the need for an informed and expeditious arbitration.

9. Each party to the arbitration shall bear their own costs. The appellants shall have the option of paying a pro-rata portion of the

arbitrator's fees and expenses. The balance of such fees and expenses shall be paid by the Transportation Division.

10. A court reporter shall make a transcript of all proceedings before the arbitrator. This transcript shall be the official record of the proceedings and may be purchased by the appellants. If appellants do not purchase a copy of the transcript, a copy shall be available for inspection at the Transportation Division during normal business hours.

11. Appellants may, at their expense, be represented by counsel or other representative of choice. Appellants need not appear at the hearing and shall be permitted to file written statements with the arbitrator instead of appearing. Such statement shall be filed no later than fifteen (15) days after the transcript becomes available, but in no case more than thirty (30) days after the hearing closes.

12. Fourteen (14) days prior to the start of the first hearing, appellants shall be provided with a list of all exhibits intended to be introduced at the hearing and a list of all witnesses intended to be called, except for exhibits and witnesses that may be introduced for rebuttal. On written request from an appellant, copies of exhibits (or in the case of voluminous exhibits, summaries thereof) shall be provided to them. Additionally, copies of exhibits shall be available for inspection and copying at the hearing.

13. The Transportation Division shall have the burden of establishing that the reduced fees set forth in the analyst's report are lawful.

14. If the arbitrator shall determine that more than one day of hearings is necessary, hearings shall be scheduled to continue from day to day until completed. The parties to the appeal shall have the right to file a brief within fifteen (15) days after the transcript of the hearing is available, but in no case more than thirty (30) days after the hearing closes. The arbitrator shall issue a decision within forty-five (45) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.

15. The arbitrator shall give full consideration to the legal requirements limiting the amounts that objectors may be charged, and shall set forth in the decision the legal and arithmetic basis for such decision.

16. If an objector receiving an advance reduction wishes to continue the objection, he/she shall continue to pay the reduced fees that he/she is currently paying until the analyst issues the report. As soon as possible after the issuance of the analyst's report, he/she shall pay the amount of the reduced fees calculated by the analyst. Persons objecting for the first time shall be sent a copy of the report prepared by the analyst for the previous year and shall pay the reduced fees as soon as possible.

17. Each month thereafter for all objectors, an amount shall be put in an interest-bearing escrow account equal to 25 percent of the reduced monthly fees, or such other greater amount as the analyst may recommend. All objectors from the previous year shall be paid the amount of non-chargeable money that is in the escrow account as determined by the analyst's report as soon as practicable after its issuance. The appropriate unit of the Transportation Division shall not, however, take its portion of the monies in the escrow account until fifteen (15) days after the conclusion of the period within which an objector may appeal the report of the analyst, or upon the issuance of the decision of the arbitrator, whichever is later.

18. When the decision of the arbitrator is announced the monies remaining in the escrow account shall be distributed in accordance with the decision.

Featured photo showcase

Have a camera? Get your photo featured here

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.



SMART-TD Alumni Association member and retired conductor **William W. Webb** (Local 1241 — Richmond, Calif.) got a picture of this Union Pacific train eastbound along the Umatilla River in Stanfield, Ore., last year.

UTUIA congratulates its 2020 scholarship winners!

The UTUIA Scholarship Program rules require applicants be a UTUIA policy holder or a child or grandchild of a UTUIA policy holder.

College Scholarship Winners

DISTRICT 1

(Conn., Maine, Mass., N.H., N.Y., R.I., Vt.)

Kelsey Boardman, grandchild of **William Boardman**, Albany, N.Y.; Mikaela L. Carey, granddaughter of **Lawrence Wolff**, Local 645, Mooers, N.Y.; Cooper B. Ernst, son of **Brian Ernst**, Local 898, Derry, N.H.; Jacob P. Green, son of **Brian Green**, Local 202, Frederick, Colo.; Maya Phillips, daughter of **Scarlett Banks**, Local 61, Philadelphia, Pa.; Leah I. Van Horn, daughter of **Theodore Van Horn**, Local 265, Pocatello, Idaho.

*UTUIA received three valid applications from District 1. The additional winners were selected from the remaining applications.

DISTRICT 2

(Del., D.C., Md., N.J., Pa.)

Brandelynn A. Heinbaugh, granddaughter of **Gary Petrewicz**, Local 830, Hummelstown, Pa.; Brian C. Smith, grandson of **Henry Harris**, Local 645, Manalapan, N.J.; Joseph M. Westcott, grandson of **Richard Cooney** (deceased), Erie, Pa.; Katherine G. Bartley, daughter of **Suzanne Bartley**, Local 769, Chalfont, Pa.; Cole J. Lowe, son of **Vernon Lowe Jr.**, Local 1375, Philadelphia, Pa.

DISTRICT 3

(Ala., Fla., Ga., Ky., Miss., N.C., S.C., Tenn. Va., W.Va.)

Melissa Gibbons, granddaughter of **John Daniels Jr.**, Local 1831, Rock Hill, S.C.; Kara M. Harper, granddaughter of **David Johnson**, Local 1031, Bloomingdale, Ga.; Madelyn Long, daughter of **James Long**, Local 971, Kenbridge, Va.; Andrew H. Bearden, grandson of **Charles Branton**, Local 1033, Cartersville, Ga.; Amanda Gibbons, granddaughter of **John Daniels Jr.**, Local 1831, Rock Hill, S.C.; Adam D. Holley, son of **Anthony Holley**, Local 1972, Jonesborough, Tenn.

DISTRICT 4

(Ind., Mich., Ohio)

Thomas S. Eyrich, son of **Stephen Eyrich**, Local 298, Angola, Ind.; Olivia K. Plant, granddaughter of **John Wilson**, Local 333, Washington, Ind.; Danielle A. Collins, daughter of **Tommy Collins**, Local 1383, Lowell, Ind.; McKayla Margaret St. Onge, daughter of **Thomas St. Onge**, Local 886, Iron Mountain, Mich.

DISTRICT 5

(Ill., Wis.)

Anna G. Marriott, granddaughter of **Patrick Murray**, Local 1296, Beardstown, Ill.; Abigail E. Bonnstetter, granddaughter of **Earl Bammer**, Local 1692, Belleville, Ill.; Amy E. Orona, daughter of **David Orona**, Local 1895, Tinley Park, Ill.; Ashleigh N. Stegmann, granddaughter of **Roger Stegmann**, Local 1402, Steeleville, Ill.

DISTRICT 6

(Ark., La., Okla., Texas)

Alexandria G. Johnson, daughter of **Elvin Johnson**, Local 221, Little Rock, Ark.; Savannah L. Howard, daughter of **Stephen Howard**, Local 656, Hensley, Ark.; Colby Wilson, son of **Dennis Wilson**, Local 221, Pine Bluff, Ark.; Mac Duncan, stepson of **Kary Bennett**, Local 656, Maumelle, Ark.; Joshua H. Buller, son of **Travis Buller**, Local 1016, Enid, Okla.; Holland G. Cornelius, daughter of **Joe Cornelius Jr.**, Local 507, Fayetteville, Ark.

DISTRICT 7

(Iowa, Kan., Minn., Mo., Neb., N.D., S.D.)

Jerrid G. Rolfe, son of **Gregory Rolfe**, Local 1402, St. Louis, Mo.; Zoey Elizabeth Flemming, granddaughter of **Terry Hansen**, Local 1614, Richfield, Minn.; Cole G. Sterzinger, son of **Daniel Sterzinger**, Local 1976, Spicer, Minn.; Madison R. England, granddaughter of **Billy England**, Local 477, Emporia, Kan.; Jaela J. Parks, granddaughter of **James Parks**, Manly, Iowa; Nathan W. Bright, grandson of **Terry Hansen**, Local 1614, Richfield, Minn.

DISTRICT 8

(Ariz., Calif., Colo., Nev., N.M., Utah)

Javier Hernandez, son of **Herminio Hernandez**,

Local 1608, Los Angeles, Calif.; Nikell J. Woodland, granddaughter of **Rick Wall**, Local 238, Ogden, Utah; Trinity R. Weidinger, great-granddaughter of **Harold Argetsinger**, Local 113, Flagstaff, Ariz.; Logan Jones, grandson of **Patricia Hampton**, Ogden, Utah; David A. Chavez, son of **Magaly Dorado**, Local 1565, Glendale, Calif.; Cody Schrock, son of **Justin Schrock**, Local 945, LaJunta, Colo.; Makaelah Murray, daughter of **Ronny Murray**, Local 239, Stockton, Calif.; Sara J. Noll, daughter of **Gregory Noll**, Local 945, LaJunta, Colo.; Emily C. Berra, daughter of **Sandra Pineda**, Local 1563, Pomona, Calif.; Samuel J.C. Iwuaba, son of **Corey Walker**, Local 24, Lancaster, Calif.

DISTRICT 9

(Alaska, Idaho, Mont., Ore., Wash., Wyo.)

Cassidy A. Vandervoort, granddaughter of **Jim McCollom**, Local 544, Harlowtown, Mont.; Trinity D. Heinsohn, daughter of **Nicholas Heinsohn**, Local 845, Marysville, Wash.; Aurora L. Rodriguez, daughter of **Robert Rodriguez**, Local 265, Pocatello, Idaho.

Trade Scholarships

Jason J. Sorri, son of **Ronald Sorri**, Grand Island, N.Y.; Jacob Peter Palazzolo, son of **Ernest Palazzolo**, Local 60, Wharton, N.J.; Michael C. Harte, stepson of **Matt Campbell**, Local 1031, Roswell, Ga.; Colton Ray Burton, son of **Ray Burton**, Local 6556, Wilmar, Ark.; Krissi A. Mixon, daughter of **Charles Parham**, Local 1031, Rincon, Ga.; Nicholas S. Gross, son of **Jack Gross Jr.**, Local 292, East Syracuse, N.Y.; Eric Stegmann, grandson of **Roger Stegmann**, Local 1402, Steelville, Ill.

**Congratulations and best
of luck from**

