For the first time in six years, the Transportation Division’s National Safety Team (NST) met for a training workshop held March 8 at the Hilton Cleveland Downtown hotel. Comprised of 20 members – including NST Director Jared Cassity and two assistant directors, Louis Costa and Dan Bonawitz – the team recently added eight new team members in December, replacing those who had retired or no longer wanted to be on the team. With so many new members of the team, Cassity felt that it was time for training, not just for the new members, but as a refresher for the oldheads as well.

Cassity opened the meeting by telling the team: “All of you are here, not just on your own merits, but because someone else or many other people thought that you were deserving of this job, and I...

Attentive local officers take part in the first day of the three-day-long local treasurer workshop on March 8 at the Hilton Cleveland Downtown.

Arbiter to hear Hi-Viz case

On March 23, the SMART Transportation Division (SMART-TD) and the Brotherhood of Locomotive Engineers and Trainmen (BLET) chose to arbitrate their case against the BNSF and its “Hi-Viz” attendance policy.

The quickest and most direct way to challenge this policy is through a Public Law Board or Special Board of Adjustment, properly constituted under Section 3 of the Railway Labor Act. That board will have the authority to strike down either the entire policy or the most egregious parts of the policy much more quickly. The time frame will be months as opposed to years.

As a result, BLET and SMART-TD general chairpersons have notified BNSF of their intent to move the dispute forward pursuant to Section 3 of the Railway Labor Act.

In conjunction with the Transportation Trades Department, AFL-CIO (TTD), the unions urge all members to engage in a petition drive to bring attention to the draconian and punitive attendance policies that have forced rail workers to live in constant fatigue.

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Safety team, local officers convene at meeting in Cleveland

Continued from Page I
I would like to commend you for that. You all are here because you’ve made an impression on somebody else. You are good at what you do. Thank you for that and we’re going to rely on that. That expertise makes all the difference when we are in those investigations. The NTSB has its own expertise, but they rely on us from our position and our stakes in the game to help them formulate what’s going on and what safety recommendations they’re going to make. All that starts here with you guys here in this room.

The workshop began with a presentation from the National Transportation Safety Board (NTSB) chief of the railroad division, David Bucher. Bucher went over with the team the procedures of how the NTSB determines whether a team will be sent to the site of an accident, as well as important rules for members to follow while investigating an accident. The No. 1 rule stressed the most by Bucher and Cassity was that members are not to discuss the case with anyone not on the investigation team and that they need to be careful as to where they discuss facts and speculations about the case because you never know who might be listening. The investigator-in-charge or IIC is the NTSB’s lead investigator at an accident and the only one authorized to speak to the press and public about what’s going on. SMART-TD President Jeremy Ferguson wrapped up the meeting at the afternoon session to encourage the team as well as to answer questions. “This is my favorite team. Honestly, I’m a wannabe. I’ve always found accident investigations very interesting. I’ve had a passion for safety in the past and safety is still my passion and still our passion in this administration. The numbers stand at 15 that we have had killed in the line of duty since I took office in October 2019. Lots of fatalities. It’s tough. I get emotional. Every one of those lives means something to me and this union and they should never die at work for any reason. That’s why you guys are here, to make sure that we protect the next one no matter what we face. We’ve got to do our best to stay out in front of them and keep them alive,” Ferguson told the team.

To learn more about the NST, visit https://smart-union.org/safety/td-national-safety-team.

A three-day treasurer’s workshop was also held simultaneously at the Cleveland hotel. Treasurers were coached by Local Support Representative John Purcell as well as SMART-TD Local Support Supervisor Kay Andriowych and members of her department, on the role of being a treasurer and all that it requires. The packed class was capped at 25 attendees. It too was visited by President Ferguson, who spoke to the treasurers and answered their questions.

“I can’t thank you guys enough for the job you do though. The thanks are not enough. The local chairperson or general chairman get all the glory and the treasurer are back there making sure the bank accounts are good, the books are there to keep everybody paid and keeping the lights on for union meetings. We always strive to make sure that our treasurers have all of the support that we have to offer,” President Ferguson said. “As far as the union goes…how many treasurers noticed that we did not raise dues in January? We hope to do that again next year. I believe the funds and state of the union are excellent, in my opinion, right now. We have implemented a lot of cost-saving measures and will continue to do that. We are doing everything we can to cut down on spending and take good care of the members’ money. We believe in that wholeheartedly.”

Treasurers who are interested in attending the next workshop or need virtual training should log in to the Member Portal and visit the Transportation Local Toolbox at https://smart-union.org/resources/transpor-tation-local-toolbox.

Unions take punitive ‘Hi-Viz’ policy to arbitration; petition drive is launched

Continued from Page I
SMART-TD President Jeremy Ferguson and BLET President Dennis Pierce said, “We thank TTD President Greg Regan as our organizations continue to oppose draconian carrier attendance policies, such as the BNSF Hi-Viz policy. These policies are clearly designed to further maximize carrier profits at the workers’ expense. Our unions will work jointly with TTD to raise awareness of these issues; they have gone unchallenged by our legislators and regulatory agencies for much too long.”

A case in point — according to a report in Business Insider published on March 4, five Democratic political leaders want an investigation by the Department of Labor (DOL) and the Equal Employment Opportunity Commission (EEOC) into Amazon’s attendance policies, and we have one question for them: When do railroad workers get their turn? Warren Buffett, while not as rich as Jeff Bezos, was crowing about BNSF’s record 2021 profits. It just so happens that his railroad, which happens to be the largest in the nation, imposed the “Hi-Viz” policy that is absolutely in line with what Amazon is doing — points, permanent records and punishment for people if life gets in the way of work. Other Class I railroads have similar attendance policies. All of these need to be examined closely so that all workers receive the stable work-life balance that they DESERVE. We’ve seen members’ posts on the internet, we have taken the calls and we have read and responded to the emails from our memberships. This is a top priority for SMART Transportation Division and BLET leaders. We need to work together and unite for a positive change instead of directing anger and discontent inward. As we continue to work with our elected leaders for the same help and support, it stands to reason that we will be reminding Senators Elizabeth Warren, Bernie Sanders and Richard Blumenthal as well as Representatives Alexandria Ocasio-Cortez, Cory Booker and Cori Bush that they should push for answers from BNSF and other railroads with the same energy and focus that they are placing on Amazon.

CBC supports request by NM, BMWE/SMART Mechani-cal Coalition through the final steps of the Railway Labor Act negotiation process to bring the bargaining round to a successful conclusion.

The 11-union Coordinated Bargaining Coalition (CBC), of which SMART-TD is a member, released the following statement on Feb. 28, 2022.

By letter dated February 24, 2022, the rail bargaining coalition made up of the Brotherhood of Maintenance of Way Employees Division of the Teamsters Rail Conference and the Mechanical Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers Union petitioned the National Mediation Board (NMB) for a proffer of arbitration, requesting to be released to begin further mediation sessions. If granted by the NMB, the proffer of arbitration is the next step in the process towards self-help and a potential Presidential Emergency Board to settle their contract dispute with the nation’s rail carriers.

The Coordinated Bargaining Coalition unions, which are likewise in negotiations with the same rail carriers, support the BMWE/SMART Mechanical Division’s request for mediation and agree that the parties are at an impasse and should be allowed to move the contract dispute to the next steps of the Railway Labor Act’s negotiation process.

Although the CBC unions are also in mediation with their next NMB-mediated bargaining session scheduled in March, the CBC made it clear to the NMB upon entering mediation that there is little, if any, hope of reaching a voluntary agreement in light of the rail carriers’ refusal to bargain in good faith with any of the rail unions. Therefore, the CBC fully expects to be making the same request for a release, and once all rail unions are released from mediation, the CBC will stand alongside the BMWE/SMART Mechanical Coalition through the final steps of the Railway Labor Act negotiation process to bring the bargaining round to a successful conclusion.
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. (dwiern@smart-union.org) for rail victories.

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 (NRAB).

Of the many cases that the organization received sustaining decisions on from the First Division, the cases referenced below are of significant interest:

■ In NRAB First Division Award No. 30777 (Darby, 2021), Norfolk Southern terminated a locomotive engineer for a previous criminal conviction on his initial employment application. Notwithstanding the carrier’s assertions in support, the board observed that the organization introduced sufficient documentation into the record of the formal investigation to demonstrate that the claimant does not have a public criminal record. For that reason, the board overturned the carrier’s decision to terminate the claimant’s employment, sustaining the claim in full. GO 687 General Chairperson James Ball, GO 687 Assistant General Chairperson Brian Sharkey and GO 687 Secretary Nicholas Greffizc progressed this case.

■ In NRAB First Division Case No. 30784 (Esposina, 2021), Union Pacific terminated a trainman for allegedly delaying his job and purportedly engaging in misconduct when he tore a MAPS coaching form. Ruling for the half. Noting that the carrier initially intended to handle the charge brought against the claimant related to his allegedly delaying his job as a coaching event, the board rationalized that it was palpably unreasonable for the carrier to escalate the claimant’s disciplinary assessment from a coaching event to termination due to a torn coaching form. Based on a review of the record of the instant case, the board determined that the carrier’s decision to terminate the claimant’s employment was arbitrary and harsh. For that reason, the board reversed the discipline assessed to the claimant from termination to a MAPS Training 1. Accord ingly, the board reinstated the claimant to service and ordered the carrier to compensate him for his lost wages. GO 963 General Chairperson Luke Edlington, GO 963 Associate General Chairperson Ian Reynolds and GO 963 Senior Vice General Chairperson Zach Nagy pro gressed this case.

■ In NRAB First Division Award No. 30802 (Halter, 2021), Union Pacific terminated a trainman for allegedly failing to stop short of improperly lined switches, resulting in a derailment. After reviewing the record of the instant case, the board concluded that a procedural improperly committed by the carrier warranted voiding the carrier’s decision to terminate the claimant. In this regard, at the formal investigation, the hearing officer excluded documentary evidence that the carrier’s decision and the formal investigation sought to introduce into the record of the proceeding. In examining the charge, the board observed that the hearing officer abused his discretion by excluding relevant evidence from being tendered into the record of the formal inquiry. Because of this procedural infirmity committed by the hearing officer, the board reinstated the claimant’s employment and required the carrier to make him whole for his lost earnings during his period of discharge. GO 857 General Chairperson Todd Campbell progressed this case.

■ In Public Law Board 7680, Award No. 167 (Deinhardt, 2021), Amtrak terminated a conductor for allegedly being dishonest when filling a claim for lost wages related to an injury report. In adjudicating the instant case, the board determined that the claimant did not represent to the carrier that his injury occurred while he was on duty. Additionally, the board discerned that the claimant did not file an actual claim with the carrier for compensation. Rather, as the board observed, a claim was apparently filled out for him by someone else, but the claim was neither filed nor signed by the claimant nor was it introduced into the record of his formal investigation. In light of its determinations, the board ruled that the claimant did not intend to misstate how his injury transpired or to claim compensation for the injury, the board concluded that the carrier did not satisfy its burden of proof. Finding that the record of the formal investigation did not support the carrier’s findings and conclusions, the board reinstated the claimant to service and awarded him compensation for his lost wages and attorney’s fees. GO 769 General Chairperson Rick Pauli handled this case.

■ In Public Law Board 7680, Award No. 179 (Deinhardt, 2021), Amtrak charged a conductor for an alleged incident in which an unruly passenger attempted to board the claimant’s train with an invalid ticket. Because the passenger did not possess a valid ticket, the claimant denied the passenger entry on the train. At this point, the passenger became disorderly, and by reason thereof, the claimant asked the passenger to step aside so he could scan the tickets of the members of his group. GO 0718 General Chairperson Luke Etington, GO 963 General Chairperson Ian Reynolds and GO 07182 General Chairperson Zach Nagy pro gressed this case.

■ In Public Law Board 7790, Award No. 483 (Deinhardt, 2021), Amtrak charged a conductor for an alleged incident in which an unruly passenger attempted to board the train. Due to the aggressive actions of the passenger, an alterca tion ensued. In adjudicating this case, the board reasoned that the claimant did not strike the unruly passenger. Based on a review of the evidentiary record of this case, the board reasoned that the carrier failed to demonstrate whether the claimant entered into a physical altercation with the customer. Based on that conclusion, the board reinstated the claimant to service and ordered that he be compensated for all his lost wages during his period of discharge. GO 769 General Chairperson Rick Pauli handled this case.

■ In Public Law Board 7580, Award No. 167 (Deinhardt, 2021), Amtrak charged a conductor for an alleged incident in which a passenger became disorderly, an unruly passenger attempted to board the train. Due to the aggressive actions of the passenger, an altercation ensued. In adjudicating this case, the board determined that the claimant did not represent to the carrier that his injury occurred while he was on duty. Additionally, the board discerned that the claimant did not file an actual claim with the carrier for compensation. Rather, as the board observed, the claimant was apparently filled out for him by someone else, but the claim was neither filed nor signed by the claimant nor was it introduced into the record of his formal investigation. In light of its determinations, the board ruled that the claimant did not intend to misstate how his injury transpired or to claim compensation for the injury, the board concluded that the carrier did not satisfy its burden of proof. Finding that the record of the formal investigation did not support the carrier’s findings and conclusions, the board reinstated the claimant to service and awarded him compensation for his lost wages and attorney’s fees. GO 769 General Chairperson Rick Pauli handled this case.

■ In Federal Mediation and Conciliation Service (FMCS) case #210528-07182 (Soll), Transit Management of Charlotte (TMOC) terminated an operator for alleged gross negligence in the operation of a revenue vehicle. TMOC offered an undis closed settlement offer before the arbitration hearing that was accepted by the grievant. General Chairperson Joseph Paglia (GCA-TMD) advanced this arbitration without the assistance of Vice President Alvy Hughes.

■ In Federal Mediation and Conciliation Service (FMCS) case #2020-0096 (Shailer), an operator was terminated by First Student Inc., for alleged insubordina tion and failing to take a designated vehicle for a particular route. Because First Student Inc., failed to comply with the precondi tions outlined in the collective bargaining agreement, the termination lacked just cause. An award was grant ed in part.

The operator was reinstated to the position held at the time of termination, with back pay for the duration. General Chairperson Tonette Nixon-Pray (GCA-DEL) advanced this arbitration without the assistance of Vice President Calvin Studtman.
Many of you are aware of recent developments surrounding BNSF’s Hi-Viz policy. This represents an affront to the railroad workers who not only kept goods and materials flowing during a critical and vulnerable time for our nation, but also helped their employer realize the greatest profits in its history. The railroad’s underhanded legal strategy included filing a legal challenge where they knew an anti-labor, pro-management Trump-appointed judge would hear the case and render them a favorable decision. In the end, they got what they wished for with an activist judge who went above and beyond the scope of the case and ordered, by penalty of law, that railroad operators not even discuss or criticize BNSF online without repercussions. This anti-democratic stance has no place in America’s legal system and is a grave miscarriage of justice.

These maneuvers will not go unchallenged. SMART sheet metal workers are standing with you to fight back against this draconian, anti-worker policy. Already, SMART and our brothers and sisters from other transportation unions are pursuing arbitration to resolve this dispute. I urge every member across our union to contact their congressional representatives and senators by texting the words NOHVIZ to 67336; tell Congress to get involved and take the side of our brothers and sisters working at BNSF. You will also be subscribed to our alert list to continue to receive the latest breaking news on this issue and other issues of importance to you as a union member.

Brothers and sisters, while we may still face temporary setbacks and adversity, we have overcome much greater challenges in the past. The entire labor movement is rallying behind us as they learn about the grave injustice being committed through the enactment of this policy.

We have beaten this type of management behavior before, and we will do so again. The most-important thing each of us can do right now is stay united. The railroad hope and expect us to attack each other, blame the union and eventually lose hope over this situation. This is an attempt to break our spirits. There is no time but now to rise up and overcome the challenge they have thrown down. They have awoken a sleeping giant, and I have no doubt that, because of this, we will only grow stronger. Remember: have your back against each other’s back, and we will stand together against this attack upon us all.

Joseph Sellers Jr. General President, SMART
Saluting bus & transit as safety efforts advance

By Jeremy Ferguson

Dear Brothers and Sisters, Transit Driver Appreciation Day was March 18, and I would like to extend my personal thank you to each and every member who works in this often undervalued and important industry. It is because of you, even during a pandemic, that people around the country are able to get safely from point A to B. Your professionalism and the best of the best and I greatly appreciate everything that you do.

Our Bus & Transit Department officers have been working hard and our members are seeing the fruits of their labor. Members who work hard and effectively. The simultaneous raises have already been paid out, and I’m proud to say that there were no concessions to the carrier. This contract 100% benefits our NUT membership. A special thanks goes out to General Chairperson Jerome Johnson and his negotiating team for this excellent agreement.

Pacific Coast Sightseeing Tours & Charters Inc. — a sister company of Coach USA — carriers and washermen in California (Local 1590) held their very first meeting this year and we have another new bus local that just came on board in Kansas City, Mo. (Local 1706). The local consists of 200 new members who work for Student Transportation of America (STA) as school bus operators, aids and monitors for the Kansas City school district. To these new members, I say welcome, and please let us know if you need anything as we are always available to assist.

Meanwhile, our National Legislative Department has been working relentlessly to get new bills that mean payments that are beneficial to our members. The new Bipartisan Infrastructure Law delivers on that, providing important changes that give our bus and transit workers greater protection. As a result, bus and transit carriers, both large and small, are now required to work with the Department of Civilian Safety Plans (ASP), giving us an equal seat at the table with management.

These requirements must include a risk-reduction program to improve safety by reducing the number of accidents, injuries and assaults on transit workers. Safety teams will need to be established and recommendations made by Dec. 31. However, transit companies and municipalities are pushing back because they say it is not enough time.

I was in attendance and heard firsthand when FTA Administrator Nuria Fernandez, along with her Chief of Safety Joe Delorenzo, stated that extensions have already been made and this is a hard date. Administrator Fernandez wasadamant that we have to have a “minimum level of safety as operators” and that is her top priority. Another initiative includes law enforcement interaction requirements at bus stops/stations, along the routes and on the equipment itself. Administrator Fernandez stated she wants to keep the line of communication open with our organization as “too many assaults go unreported” and this needs to change.

At the state level, Bus Vice President Calvin Studvinkin and New Jersey State Legislative Director Ron Sabel worked with N.J. Assemblyman and Senator Torrence democratic leaders and were victorious in the NJ. Legislature to pass the Motor vehicle Service Employee Violence Prevention Act, upgrading the penalty for operator assaults. Assemblyman Benson attended the monthly state membership directors’ Zoom call in January and provided valuable guidance on how he was successful in getting the new law passed. With his indisputable support, we have high hopes that this success will lead to similar and much-needed legislation in other states.

With the mention of transit and bus operator assaults, I would be remiss if I didn’t mention my sadness and heartbreak at the loss of New York City bus operator Demetrius Forman for his line of duty by a motorist filled with rage. I am appalled and devastated as this should not have happened and likely could have been prevented with a simple bulletproof barrier and proper de-escalation training.

In February, we had a member employed by Chicago Metra attacked and robbed at gunpoint while on duty. Fortunately, that member survived his ordeal. Sadly, there are many more similar incidents that we could point to that have placed our transit brothers and sisters in harm’s way. All of which bring us to believe that, even though we have recently experienced some successes legislatively, more must be done.

Due to several uncontrollable factors, transit riders have taken their frustrations out on our brother and sister operators, and assaults have been at an all-time high. This is unacceptable to me and to my administration. Until every member is safe at work, whether it be from irate passengers, switching accidents, deliberate assaults or natural tragedies, our work is not done. As I told our National Safety Team at their training workshop in Cleveland on March 8, safety is my passion. I am committed to making sure that ALL of our members get home safely. Not shouldn’t ever fear for their safety or die at work. We all deserve — and our families deserve — for us to come home safely! Anything less is unacceptable.

On a lighter note, SMART-TD continues to look for ways and means to improve everything we do, from our communications to our website and training format, and more importantly, our finances. My administration has installed and utilized many cost-saving measures and that led me to opt out of the dues increase slated for earlier this year. Thankfully, the Board of Directors agreed with my assessment and therefore approved my request to petition the GEC to support waiving the increase, as provided by the SMART Constitution.

Further, I am excited to announce that the SMART-TD headquarters will be moving from its current location this spring to Independence, Ohio. This cost-effective measure will save the union a very conservative estimation of $2 million over 10 years. Please be patient, as this move will not come without some complexities. While a move of this magnitude is never an easy task, we feel it is a necessary one, especially when you factor in the tremendous savings it will provide.

As stated above, in an effort to better serve our valued members and to increase security, we have upgraded our website with new functionality under a member-only portal. This will allow information from our members only to remain private behind a login with access only given to verified members (see Page 7). Lastly, as we continue to face adversity from the public, the carriers, the internet and from within, it is important that we remain strong and united. No matter what craft you’re in, in no matter what property you’re on, we have the knowledge, the skills and the backbone to fight whatever may come our way. Everyone must remember that you never share your agenda or playbook publicly, and you must have faith that those of us leading the charge have your back. We did not get here by happenstance; we were elected because of our experience and knowledge. To place your misguided frustrations onto those who are doing all they can on your behalf is not only erroneous, but counterproductive. We haven’t backed down from anything, nor do we intend to. Let’s turn that negative energy against those that have created these issues, as unit we can achieve so much more than divided. Anything less, the carriers win...and that is something I simply cannot allow to happen.

Stay safe everyone, and God bless.

Fraternally,

Jeremy R. Ferguson
President, Transportation Division

State Watch

By Jeremy Ferguson

Kansas SLD introduces Buttigieg at infrastructure event

Kansas State Legislative Director Ty Drago (Local 1503, Marysville, Kan.) accepted an invitation from the federal Department of Transportation to introduce DOT Secretary Pete Buttigieg and U.S. Rep. Sharice Davids at a Jan. 28 event discussing the Bipartisan Infrastructure Law in Kansas City.

“It’s no accident when federal agencies call on our state directors to be at the table when these events happen,” said Drago, who has been Kansas SLD since January 2010. “Our legislative team is second to none in D.C. National Legislative Director Greg Hynes and Alt. National Legislative Director Jared Cassity are making great connections and advancing our cause.

“It’s proof when we get these calls. SMART-TD is a key stakeholder in D.C. and throughout the country.” Accompanied by Kansas Assistant State Legislative Director Chad Henton (Local 506, Herington, Kan.) and Kansas SLD Secretary & Treasurer Dan Bonawitz (Local 1405, Kansas City, Kan.), Secretary & Treasurer Dan Bonawitz

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Nebraska
State Legislative Director Bob Borgeson saw a need and he’s doing his best to fill it.

The SLD for going on a decade and member of Local 872 (Omaha, Neb.) has thrown his hat in the ring for the May primary to represent District 12 in the State Senate. He kicked off his campaign with a March 1 event, and will advance to the November election if he ends up being one of the top two vote-getters in the May 10 primary.

“My 42 years with Burlington taught me the value of a hard day’s work and the importance of making sure that working families are given the opportunity to have good paying jobs with benefits to provide for their families,” he said. “As a state legislator, I will work to help provide Nebraskans with those opportunities.”

District 12 represents about 40,000 people in and around Omaha. For more information or to contribute to his campaign, visit www.bobborgeson.com. Contributions also can be sent to: Borgeson for Legislature 12503 Anne St., Omaha, NE 68137.

New Jersey
State Legislative Director Nick Katch of Local 1087 (Virginia, Minn.), “working with lawmakers and their staff while representing the members of Minnesota is a real honor.” The bill language used was crafted and adopted by both SMART-TD and the Brotherhood of Locomotive Engineers and Trainmen (BLET) and requires two people to operate every freight train.

Minneapolis
A minimum wage increase bill has been introduced in the state House of Representatives. HF 3529 was awaiting a companion bill to be introduced in the state Senate so that both chambers of the Legislature could be encouraged to pass the bill.

“It’s always exciting to be working in tandem with BLET SLD Joel Mueller,” said Katch. “He’s a hard worker and we work well together.”

One of the most important components to getting a bill passed is membership participation. Members in the state should watch their inboxes and social media for hearing dates that you can show up to and participate in.

“When lawmakers see a room full of railroad workers and constituents, they take notice,” Katch said. 

“[The Bipartisan Infrastructure Law is innovative legislation that will bring thousands of jobs to the state of Kansas],” Drago said in his introduction of DOT Secretary Buttigieg and Rep. Davids. “My organization is uniquely qualified to reap its benefits because we are the men and women that physically transport the products created by our great unions and building trades. We are moving from the Great Resignation to the Great Innovation. From SMART members building new HVAC systems for our nation’s schools and hospitals, to SMART members transporting the much needed resources to build and innovate this country. We get it done!”

Buttigieg described the funding contained in the law as “uniquest in the nation’s infrastructure as being of historic levels and said that good-paying union jobs would be created in the state of Kansas and nationwide because of the bipartisan legislation signed into law by President Joe Biden last year. “We are preparing to deploy historic levels of funding to help modernize transportation across the country thanks to this law,” he said. “This law is going to do so much in every part of the United States, and certainly here. It’s going to help us build more electric buses, to help kids get to school without being exposed to toxic fumes. It’s going to help us expand public transit to make commutes faster and traffic lighter.”

Dragoo’s family — Jessi, Rafael Becerra and woman Spanberger,”—attended some of the day’s activities in the nation’s schools and hospitals, to SMART members transporting the much needed resources to build and innovate this country. We get it done!”

Virginia appearance
The encounters with the DOT secretary were not limited to Kansas.

Buttigieg also was in Richmond, Va. as a member, and met with State Legislative Director Ronnie Hobbs and U.S. Rep. Abigail Spanberger as they participated in a roundtable discussion of infrastructure.

“Our union has a seat at the table with this administration and with Congress,” Spanberger said. “She’s always listening and standing with all the hard-working men and women of the Commonwealth of Virginia.”

Spanberger, who is seeking re-election in the state’s 7th Congressional District, was endorsed by Hobbs in early January.

Buttigieg also met New Jersey SLD Ron Sabol and Local 759 President Rafael Becerra in early March (see Page 8).

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Nevada

State Legislative Director Jason Doering was appointed to a four-year term as a member of the Nevada State High-Speed Rail Authority by Gov. Steve Sisolak. As a member of the board, Doering will join a chairperson and three other members to facilitate the implementation of a high-speed rail system connecting Southern California and Southern Nevada. Congratulations to SLD Doering on this new position of authority!

California

Members of the State Legislative Board met with then-Deputy Administrator and now-current Administrator Amit Bose of the Federal Railroad Administration at his request Dec. 8 in Los Angeles. They discussed a labor perspective and suggestions to help with the supply-chain issues in the Southern California ports.

“All we were able to discuss other issues affecting our members and it was clear that Mr. Bose understood the concerns that we had with the previous administration,” State Legislative Director Louis Costa said. “It is a welcome change to have an FRA administrator open to communicating with SMART-TD members and our state and national leaders. It was clear that he valued the input from our perspective.”

Iowa

A pair of bills limiting train length have been introduced in the Iowa House and Senate and have gained some traction. House File 2399 and Senate File 2286 both contain language that would limit the length of any freight train to 8,500 feet.

House File 278 (now renumbered as HF 2339) was introduced January 28, 2022, by David Maxwell (R – Dist. 76). The Senate companion bill, Senate File 2051 (now renumbered as SF 2286) was introduced by Sen. Jesse Green (R – Dist. 24) on January 18, 2022. SF 2051 originally had two-person crew language, but it was taken out so that the bill would match the House version of the bill.

As mentioned above, the bills, if passed, would limit train length to 8,500 feet and provide for a penalty of not less than $500, nor more than $5,000 per violation. Currently, both the House and the Senate versions of the bills have passed out of committee and await floor votes.

“We’ve had good support at the committee level to get the bill to where it is now, but it only takes one to tank the whole thing,” Iowa State Legislative Director Chris Smith said. “I’m hopeful and I’m happy that we got it this far.”

Smith said that he also got House File 210 introduced by Rep. Ray Soensens (R – Dist. 20). This bill would double the fines for motorists who traverse railroad grade crossings against a gate or signal at quiet zones.

Renumbered HF 2537, the bill passed the House and is under consideration by the Iowa Senate Transportation Committee.

Louisiana

State Legislative Director Chris Christianson, left, met with Department of Labor Secretary Marty Walsh, center, and LCA-513A Chairperson Eric Grissom on Feb. 7 at Unite Here Local 23.

Ohio

The Ohio State Legislative Board is implementing a “Green Cross” program in March to enhance unsafe condition reporting. This program is designed to:

• Connect members with their legislative representatives.
• Provide guidance to reporting safety issues.
• Link members with the SMART-TD Safety Condition Report.

For more information, visit www.smartsob.com.

Georgia

State Legislative Director Matt Campbell reports both the state House and Senate issued resolutions that commended railroad workers for their work through the COVID-19 pandemic.

The bipartisan resolutions were part of Georgia Railroad Week, which runs March 1 and read, in part:

“Despite the obstacles railroad workers have faced over the past few years from operational changes and the COVID-19 pandemic, railroad workers have risen to the challenge of combined duties, fatigue issues, and staffing shortages. The dedicated service of Georg- ia’s railroaders is appreciated, and these fine men and women are recognized for all they do to keep Georgia moving forward.”

Campbell encouraged Georgia locals to spread the word about this show of appreciation.

From left, Ed Farrel, BLET local chairman; Jose Covarrubias, BLET local chairman, Ryan Snow, BLET California State Legislative Board; Robbie Cunningham, BLET general chairman; Amit Bose; California State Legislative Director Louie Costa; GO 017 Executive Board; Robbie Cunningham, BLET general chairman; Amit Bose; California State Legislative Director Louie Costa; GO 017 Executive Board; Robbie Cunningham, BLET general chairman; Amit Bose; GO 017 General Chairperson Gary Crest.
L-1504, Sanford, Fla.

L-759, Paramus, N.J.

Local 759 (Paramus, N.J.) President and Legislative Representative Rafael Becerra met with Department of Transportation Secretary Pete Buttigieg, Sen. Tom Carper (D-Del.) and Gov. John Carney (D) on March 4, in Wilmington, Del., as part of an event promoting the Bipartisan Infrastructure Law (BIL), formerly known as the Infrastructure Investment and Jobs Act. Becerra has been a SMART-TD member since November 1984. “It was a great honor in meeting Transportation Secretary Buttigieg, Gov. Carney and Sen. Carper,” Becerra said. “The infrastructure law will accomplish a big transformation in our nation — not just the conditions of our roads and bridges — but in how people get around via bus and transit.” Becerra has been a bus driver for nearly four decades and helped to evacuate people in conjunction with the Jan. 6, 2021, insurrection at the U.S. Capitol in Washington, D.C., and to transport soldiers to defend the area for President Biden’s inauguration. His experience was chronicled in the March/April 2021 SMART-TD News. “All of our bus members here in New Jersey and from coast to coast take extreme pride in doing their job safely day after day,” said New Jersey State Legislative Director Ron Sabol, who also attended the event. “For decades, President Becerra has served as a dependable bus operator, and he’s helping the membership in two roles as an elected officer. I’m very proud of his work and his leadership.”

L-854, Portsmouth, Va.

GO 261 — CANADIAN PACIFIC

2021 results

TIME CLAIMS
Window assignment not established: $11,310.00
Non-normal away-from-home terminal: $4,725.79
Runaround: $16,580.00
RCO foreman pay (helper was required to carry the box): $4,872.00
Detention: $2,891.33
Run-through terminal: $3,922.10
Guarantee extra-board pay: $2,921.89
Miscellaneous time claim payments: $25,185.10
Total payments: $71,748.61

DISCIPLINE
Discipline sustained by the general chairman at the carrier level: $34,168.23
Discipline sustained at a PLB: $57,825.14
Back pay for a brother that had legal charges placed on him who were dropped 11 months later. The brother was unjustly withheld from service: $105,540.71
Total payments: $227,534.08

Local officers and members, including President Josh Garther (third from left), Local Chairperson Jarrod Sammons (fourth from left) and Legislative Representative Jeremy Hodges (front, in SMART Army shirt), pulled together to purchase and distribute 100 holiday meals for needy people in their community.

Around the SMART-TD
Local 818 conductor plays role in rescue of woman

Sosa said that he was on the radio, “911 on the radio,” Sosa said.

“Engineer Luster promptly and safely brought the train to a stop, while I toned up and I described an individual laying on the ground asking for help and that emergency services would be needed immediately as the person appeared to be hurt.”

Sosa walked back 26 cars to where the woman was on the rocks by a levee and covered by an air mattress.

CBS & Fox-affiliate KXII News 12 reported that the woman, who only identified herself as “Connie,” had been last seen Tuesday, Feb. 1, floating on the air mattress on Lake Texoma located in Kingston, Okla. According to reports, she and her fiancé were trying to fish belongings that had fallen out of their boat and into the water when the air mattress she was on caught a current. She floated on it for two days and temperatures had dropped in the high-mid 50s to a high of 28 degrees the day she was found.

“She was cold from being wet,” Jamarius said. “Her clothes were stiff, her hands were cut up and bleeding and she was having trouble getting up to walk.”

Sosa said of the woman’s condition when they found her. “She was showing symptoms of possible hypothermia, so we asked for 6:6 to back up and get her on the second motor. We helped her get up and walk slowly to climb the steps of the second unit. While sitting in a warm cab, we got her some drinking water and a dry sweater to help her with how cold she was.”

The crew then proceeded to the next crossing to wait for emergency services to arrive. Sosa said that an Oklahoma state trooper told him that Connie had been missing since the day before and had been assumed dead.

“We just did what anyone else would’ve done in our situation. I haven’t heard how Connie is doing, but I hope she is doing much better,” Sosa said.

Media reports said that the woman had experienced hypothermia but was expected to recover.

SMART-TD congratulates Sosa and Luster on their heroic efforts and commends them for their quick thinking and situational awareness.

L-898, Boston, Mass.

Vice Chairperson Debra L. Bradford (GCA-STU), 56, a longtime officer for the local, passed away Jan. 26, 2022.

“Debra was instrumental in helping negotiate our last contract. Our thoughts and prayers are with her family.”

“Her union mourns her passing,” said Bus Department Vice President Calvin Studivant. “May her memories always be a blessing.”

SMART Transportation Division expresses its condolences to Sister Bradford’s family, friends and her brothers and sisters in Local 1704 whom she proudly served for many years.

L-1409, Kansas City, Kan.

“All gave some. Some gave all.”

Do these words mean something special to you? The veterans and memorial gravesites are an important part of not only our nation’s history, but also our freedoms and rights as a union in this great country.

Local President Samuel Owens has announced a SMART Army event to commemorate our fallen soldiers and remember those who have served and given the greatest sacrifice so we can proudly union members may work and live in freedom. Members of the local invite everyone to join them as they gather at 8 a.m. local time May 28 at the Shawnee American Legion Post, 6521 Nieman Road, Shawnee, Kan. 66203, to place flags at burial sites and visit the gravesite of a fallen union brother.

President Owens; Secre tary & Treasurer Johnny Danner III; Legislative Representative Dan Bonawitz and Local Chairperson Nickolas Pfeifer also put on a traditional Kansas City barbecue dinner and hosted top union officers and other members from across the region at a town-hall event this past winter. President Jeremy Fergu son, National Legislative Director Greg Hynes and At National Legislative Director Jared Cassity all were present to discuss a national contract, the union’s relationship with the Federal Railroad Administra tion and other topics.

L-1704, Kansas City, Mo.

“She served numerous positions in our local — sergeant of arms, trustee,” said General Chairperson Sharon Harris (GCA-STU). “Debra was instrumental in helping negotiate our last contract. Our thoughts and prayers are with her family.”

“Our union mourns her passing,” said Bus Department Vice President Calvin Studivant. “May her memories always be a blessing.”

SMART Transportation Division expresses its condolences to Sister Bradford’s family, friends and her brothers and sisters in Local 1704 whom she proudly served for many years.

L-1596, Charlotte, N.C.

Proud father and Local Chairperson James Reid sent in a tip about his son, Jamarius Reid, a new NASA employee who is embarking on a stellar career path (pun intended) with NASA in Houston.

Jamarius was interviewed by Fox News Channel 46 in late February and talked about his science, technolo gy, engineering and mathematics education at Char lotte’s Harding High School and how a project studying Black astronaut Ronald McNair inspired him. Jamarius is pursuing a doctoral degree at Embry-Riddle in aviation concurrently with his job as a flight controller/ extravehicular activity operations specialists.

During the interview, Reid emphasized that the pursuit of his goals has required great effort and tenacity. “The road traveled is going to be hard and anything worth having doesn’t come easy,” Jamarius said.

Richard “Ric” M. Simon, 51, of Menasha, Wis., a member of our union for 13 years, passed away unexpectedly Feb. 20.

Following high school, Ric started working for the railroads, event ually joining CN Railroad and serving as yardmaster for the Neenah Yard. In high school time Ric loved to garden, cook and had an amazing talent in woodworking. “What people will miss most is his sense of humor,” his obituary read. “You could often find him joking with his friends or co-workers.

Ric is survived by his mother, sister, other relatives and many close friends and co-workers. SMART-TD offers its sincere condolences to his family, friends and Local 1973.

L-1973, Chicago, Ill.

“People will miss most is his sense of humor,” his obituary read. “You could often find him joking with his friends or co-workers. Ric is survived by his mother, sister, other relatives and many close friends and co-workers. SMART-TD offers its sincere condolences to his family, friends and Local 1973.

L-378, Cleveland, OH

The local commissioned retiree Jerry Lambert to create plaques to commemorate the retirement of three members from active service. Plans were afoot to honor conduc tor Mike Fink, pictured, Frank Palivoda and D.K. Stoll in March. Congratulations to all three!
Retired local chair asks everyone to consider: How did this happen?

By Steven Kauffman

Retired local chairperson, TD Local 313 (Grand Rapids, Mich.)

The November/December 2021 SMART-TD News headline read “Infrastructure Investment and Jobs Act (IIJA) becomes law.”

The passing and signing into law was a major victory for our union members and their families in that there will now be more Amtrak funding, more oversight, plus bus and transit protections. This law will create good-paying union jobs.

How did this happen? What is not mentioned in the headline article is who did not vote for this bill. Unfortunately, an overwhelming majority of House Republicans and Senate Republicans voted against you and your families. According to the Congressional Record, 205 House Republicans, and 30 Senate Republicans voted against your best interest. In contrast, 215 House Democrats, eight Republicans, 48 Senate Democrats, 19 Republicans and two Independents voted for what is in your best interest. It is difficult to understand why this is called a Bipartisan Infrastructure Law given these lopsided voting numbers.

A summary review of the IIJA and what these Republican representatives and senators voted against: union, job creation; the maintenance of railroads and public transportation systems, roads, bridges and other projects; power grid supporting the development and adaptation of clean energy technology; safety funding for highways and pedestrian ans; protecting infrastructure from cyberattacks; funds to address coastal erosion; broadband in rural and low-income areas and so much more. The information is out there to see exactly what your state will be receiving through the legislation. Midterms are not until November 2022, however, there are many initiatives that could be brought forth through the coming year that will benefit you and your families: The Build Back Better Act, the Freedom to Vote Act, John R. Lewis Act and the Climate Solutions Act, to name a few. It would behoove all our brothers and sisters to remember and recall the votes cast against you and your families regarding the IIJA who is standing in the way of legislative progress. History shows us this will not be the last time Republicans will vote against your best interest. Indeed, members of the Grand Obstruction Party have voted against grants to public transit and commuter rail, child tax credit and new incentives to expand Medicare. How did the the IIJA happen? Our brothers and sisters elected people who have their best interest in mind. That’s how it happened!

In solidarity,

Steven Kauffman
Brother Kauffman retired a proud member of Local 313 in Grand Rapids, Mich., in 2007.

Followings 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 the TD office. These brothers and sisters will be missed by their many friends and by fellow Alumni Association members.

The Final Call

Are you getting close to retirement? You can get the TD News & other benefits for $12 a year! Call 216-228-9400, email arayner@smart-union.org or visit www.smart-union.org
Four active members lost in work accidents, shootings

SMART Transportation Division member Jeff Jones of Local 202 (Denver, Colo.) passed away Feb. 9, 2022, after a switching accident in Gloveville rail yard in Denver. Brother Jones, of Northglenn, Colo., was a member of our union for more than a decade, joining in August 2011, and worked as a conductor for BNSF. In addition to Local 202, he previously was a member of Locals 945 (La Junta, Colo.) and 113 (Winslow, Ariz.).

“Joe never let you off easy – even after you gave his son his first baseball glove,” a member out of Local 262 said. “He was a true member.”

He was also known as Jeff being Jeff,” for the railroad crew, but also known for his friendliness, his helpfulness, his wonderful hugs... But that was just Jeff being Jeff,” his obituary said. “He would come to visit on his vacation and clean out your garage, hang your pictures, move your furniture... even when you told him not to. He bought donuts every week for the railroad crew, but always ‘blamed’ someone else. And he always knew when someone needed a hug. You could count on him to be there for the hard stuff as well as the fun stuff!”

The National Transportation Safety Board (NTSB) and SMART-TD National Safety Team both are investigating the circumstances of the accident that claimed Brother Jones’ life.

Brother Jones was the second TD rail member who has lost their life while in service this year. On Jan. 15, Emily Anne Herrera (nee Purcell), age 26, a Local 262 (Boston, Mass.) member and an Amtrak conductor, passed away after falling at Westerly Station in Rhode Island. She is survived by her husband, Christopher, a member of Local 1462 in Boston, who also is an Amtrak conductor; two stepsons, Chris and Noah Herrera; and two daughters-in-law, Brenda and Arianna.

Their death also is being investigated by the NTSB and the TD NTS.

Ethan Rivera, 41, a member of our union since May 2021, died Feb. 12 while being treated in a Charlotte railroad hospital for a gunshot wound. Rivera, a member of Local 1715 (Charlotte, N.C.), had four passengers aboard his Charlotte Area Transit System bus when shots came from an SUV, police said. Rivera was hit by the gunfire and taken to a hospital for treatment. No injuries to passengers were mentioned in media reports about the incident. A suspect in the shooting was arrested in early March at a gas station in Shawnee, Kan., the Charlotte Observer newspaper reported.

“Ethan was a native New Yorker who grew up in Brooklyn. When he came to work for Charlotte Area Transit System (CATS), co-workers bonded immediately to his good spirit,” said Amtrak Chairperson Joseph Paglia (GCA-TMD). “Ethan was well-liked and respected and you could not find anyone to say a negative word about him. He was a fun-loving man who always had a smile on his face. Ethan Rivera will be sorely missed and never forgotten. Rest in peace our friend and brother.”

Paglia said that Brother Rivera is survived by two children who were his life and that he strived to be the best father he could be. Amtrak conductor and Local 1470 (Emmonston, Md.) member James E. Blue III, 43, was shot multiple times Jan. 25 outside a home he was in the process of remodeling while talking on a cell phone to his son, who was away at college. Brother Blue was taken to an area hospital where he was pronounced dead shortly thereafter.

Although he is married to Baltimore City Police Lt. Keisha Blue, the shooting is not thought to be related to her wife’s position as a police officer. Baltimore media sources reported. A Baltimore television station reported Feb. 2 that a teenage suspect was taken into police custody and has been charged with first-degree murder.

A member since 2002, Blue followed in his father’s footsteps when he became an Amtrak conductor. Now retired, Mrs. Shelby Forbes-Efford was also a member of Local 1470.

“She always was born in my heart,” Local 1470 brother Anthony Molby wrote. Blue leaves behind his wife Keisha, three children – Jadan (23), Landan (14) and Peyton (9), and his mother. SMART Transportation Division expresses its sincere condolences to the family, and friends of these fallen members and to the union brothers and sisters who worked beside them.

Local 1420 retiree Roberts passes

W. Dean Roberts, 88, of Germantown, Tenn., passed away peacefully at home on Dec. 28, 2021, after a 12-year battle with prostate cancer. He was born Dec. 1, 1933, in Blue Springs, Miss. Dean was a retired member of Local 1420 (Memphis, Tenn.), where he worked for the BNSF railroad for 48 years. He hired out as switchman in 1956 and later became a conductor. He held top seniority in the Memphis district when he retired in 2004.

Brother Roberts is survived by his wife of 53 years, Jean Jones Roberts, and their three children. He often spoke of how grateful he was for such a long and full life.

SMART-TD offers its condolences to his family, friends and Local 1420.

The Parker family has three generations of Eagle Scouts to celebrate. From left, new Eagle Scout Grant; Grand’s father, Paul, and Alumni Association member Terry Parker, an Army veteran and retired legislative representative, local chairperson and delegate of Local 1035 (Lakeland, Fla.).

A TRIO OF EAGLES

The News Herald newspaper out of Arlington Heights, Ill., profiled Joseph J. “J.J.” Keigley, a member out of Local 577 (Northlake, Ill.), who retired after 54 years as a Metra Union Pacific conductor. The 73-year-old started out as a brakeman in the late 1960s, following in his father’s footsteps as a railroad employee. He later was a Union Pacific freight conductor before finding his niche as a passenger conductor on the Metra UP West’s early morning route.

Reporter Marni Pyke recorded some of the personal touches that Keigley brought to his job, from establishing rapport with regular riders, his extensive collection of ties (including 22 with a Christmas theme) and his donning of Halloween costumes to celebrate the spooky season.

Keigley, an Army veteran who served in Vietnam and lives in West Chicago, was honored by a party at Ogilvie Transportation Center in Chicago on his last day of work. Fellow Local 577 retiree Dean Moore told Pyke: “He was always in a good mood. I’m sure he has had days, but you just don’t see them.”

“I’ve gone through three generations of passengers,” Keigley told the newspaper. “They meet on the train, then all of a sudden, they get married and have children. And their children get on the train and they grow up. Last week, I cried three times. I’m going to miss them.”

SMART-TD wishes Brother Keigley a long and happy retirement!

Retiring conductor featured in news

The Parker family has three generations of Eagle Scouts to celebrate. From left, new Eagle Scout Grant; Grand’s father, Paul, and Alumni Association member Terry Parker, an Army veteran and retired legislative representative, local chairperson and delegate of Local 1035 (Lakeland, Fla.).

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How to have your photo featured in the paper

SMART-TD seeks images of work-related scenes, such as railroad, bus or mass transit operations, equipment photos, scenic shots, activities of your local or photos of your brothers and sisters keeping copier and typewriter operations, such as rail-

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.

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

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.

Featured photo showcase

GCA 953 (Union Pacific) held a “SMART Matters” two-day training event in Denver with more than 33 members attending from four states. General Chairperson Luke Edington, Senior Vice General Chairpersons Ian Reynolds and Kurt Christensen and Vice General Chairperson Zach Nagy led the training. Guest speakers included Vice President Brent Leonard, retired GCA-953 Vice Chairperson Larry Romine from Reliable Retirement Solutions and investigator Joe Dolan of Hunegis, LeNeave and Kvas. Sheet Metal Local 9 graciously hosted and Local 202 provided breakfast and lunch on both days for all attendees and speakers.

Class I rail carriers file their 2021 annual earnings reports

Net Earnings: Increased 16% to $6.0 billion from $5.2 billion
Diluted Earnings Per Share: N/A – BNSF is not publicly traded
Revenue: Increased 12% to $23.3 billion from $20.9 billion

Operating Income: Increased 14% to $8.8 billion from $7 billion
Operating Expenses: Increased 10% to $14.5 billion from $13.1 billion
Operating Ratio: Improved to 60.9% from 61.6%

Net Earnings: Increased 37% to $4.90 billion from $3.60 billion
Diluted Earnings Per Share: Increased 38% to $6.89 per share from $5.00 per share
Revenue: Increased 5% to $14.18 billion from $13.82 billion

Operating Income: Increased 18% to $5.62 billion from $54.79 billion
Operating Expenses: Decreased 2% to $8.86 billion from $9.04 billion
Operating Ratio: Improved 4.2 points to 61.2% from 65.4%

Net Earnings: Increased 17% to $2.9 billion from $2.44 billion
Diluted Earnings Per Share: Increased 16% to $4.18 per share from $3.59 per share
Revenue: Increased 4% to $8.0 billion from $7.71 billion

Operating Income: Decreased 3% to $3.21 billion from $3.31 billion
Operating Expenses: Increased 9% to $4.80 billion from $4.60 billion
Operating Ratio: Worsened 280 basis points to 60.9% from 57.1%

Net Earnings: Increased 37% to $3.8 billion from $2.8 billion
Earnings Per Share: Increased 40% to $1.68 per share from $1.20 per share
Revenue: Increased 18% to $12.52 billion from $10.58 billion
Operating Income: Increased 28% to $5.6 billion from $4.4 billion
Operating Expenses: Increased 11% to $6.9 billion from $6.2 billion
Operating Ratio: Improved to 55.3% from 58.8%

Net Earnings: Decreased 15% to $257 million from $619 million
Earnings Per Share: On December 14, 2021, Canadian Pacific Railway acquired the outstanding common and preferred stock of KCS. Therefore, earnings per share data is not presented because the company does not have any outstanding or issued publicly traded stock.
Revenue: Increased 12% to $2.95 billion from $2.63 billion
Operating Income: Decreased 12% to $884 million from $1.00 billion
Operating Expenses: Increased 27% to $2.06 billion from $1.63 billion
Operating Ratio: Worsened 8.1 points to 70.0% from 61.9%

Net Earnings: Increased 27% to $3 billion from $2 billion
Diluted Earnings Per Share: Increased 31% to $1.21 per share from $0.94 per share
Revenue: Increased 14% to $11.1 billion from $9.8 billion
Operating Income: Increased 28% to a record $4.4 billion from $3.0 billion
Operating Expenses: Decreased 1% to $6.7 billion from $6.8 billion
Operating Ratio: Improved 7% to an all-time record of 60.1% from 69.3%

Net Earnings: Increased 22% to $6.5 billion from $5.3 billion
Earnings Per Share: Increased 26% to $9.98 per share from $7.90 per share
Revenue: Increased 12% to $21.8 billion from $19.5 billion
Operating Income: Increased 19% to $9.3 billion from $7.8 billion
Operating Expenses: Increased 7% to $12.5 billion from $11.7 billion
Operating Ratio: Improved 2.7 points to 57.2% from 59.9%

Notes: Operating ratio is a railroad’s operating expenses expressed as a percentage of operating revenue, and is considered by economists to be the basic measure of carrier profitability. The lower the operating ratio, the more efficient the railroad.

GO 065 has arbitration win against Belt Railway

SMART-TD GO 065 (Local 1597) and SMART-TD members across the country secured a major victory against railroad carriers’ continuing push to limit time off for railroad employees. Belt Railway of Chicago (BRC), following the leads of CSX and other Class I railroads, began disciplining train, yard and engine employees when they exercised their 48-hour bump and displacement rights. BRC (and other railroads) began counting an employee’s 48-hour bump period as “unavailable” time under its attendance policy. In response, GO 065 General Chairperson Stelios Paras initiated Railroad Labor Act Section 3 arbitration against BRC. Paras, with the assistance of Local Legislative Representative Jeff Voteller and International Vice President Brent Leonard, constructed a new argument against the carrier and their efforts paid off, and not only secured a win for BRC employees, but secured an award that will have wide-reaching effect across the country on all railroads.

“General Chairman Paras’ and Legislative Rep. Voteller’s hard work and determination prove what can be done when rail labor effectively uses the Railway Labor Act. They both are credits to their members, and those members are fortunate to have them to represent them against the carriers,” Leonard said. “This award can now be used by other general committees in their efforts pushing back against the railroads in these draconian and extreme attendance policies.”

Members wondering how this award may affect policies on their property should contact their general chairpersons for more information.