



# BTAPS committee named

## Bus

**Russ Gaillard**, Local 1582  
Adirondack Transit, Albany, N.Y.

**Sandra Pineda**, Local 1563  
LACMTA, El Monte, Calif.

**Bruce Cheatham**, Local 1594  
SEPTA, Upper Darby, Pa.

**Pedro "Pete" Lara Jr.**, Local 1563  
LACMTA, El Monte, Calif.

## Transit/commuter

**Cole Czub**, Local 898  
KEOLIS, Boston, Mass.

**Ernest Higerson**, Local 1525  
Amtrak, Carbondale, Ill.

**Joseph Williams**, Local 800  
New Jersey Transit, Newark, N.J.

These members will participate in the Bus and Transit Assault Prevention and Safety (BTAPS) Committee.

Voted on at the SMART Leadership Conference in Washington, D.C. in July, with members appointed in December, the BTAPS Committee is being chaired by **Christine Ivey**, a bus member of SMART-TD Local 1785 who works as a bus operator for the Santa Monica Municipal Bus Lines.

This committee will lobby at the state level and in Washington D.C. to promote bills that ensure transit worker safety and bring down the alarming rate of assaults on our brothers and sisters.

Our BTAPS members will also be working with carriers, the FTA and other federal agencies to promote the best practices to make our members safer on the job.

"I want to thank all of our bus and transit members who volunteered to

serve on this important committee. After careful consideration, we have chosen seven members that represent a geographically diverse cross section of our bus, transit and commuter service workforce," SMART-TD President **Jeremy Ferguson** said. "We are lucky to have many talented people in our union and we look forward to the progress this BTAPS Committee will make. Under Christine Ivey's leadership, I am

sure they will make an immediate impact on the safety of our bus and transit rail members."

Ivey appeared on NBC Los Angeles discussing the problem of violence against bus and transit workers as part of her duties on the BTAPS Committee.

The piece was done after two Los Angeles County Metropolitan Authority bus operators were assaulted over the holidays late in the year.

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**IS DOING:** Roundup of case victories by the union, **Page 5**.

### ● EMPIRE STATE WIN:

Late in the year, N.Y. became the third state in 2023 to successfully pass a two-person crew law, **Page 8**.



## Meet TD

All of us in the SMART Transportation Division, on every property, are engaged in a fight.

As 2024 begins, every date on the calendar will bring a challenge of varying magnitude — it might be a personal one or a professional one. We go into work knowing that, with rare exception, carrier leadership will ignore our efforts, neglect to recognize a job well done and will antagonize us. From their perspective, they make more money when they squeeze more effort from an exhausted workforce, leave workers unprotected and punish any mistake.

To managers, the act of valuing the safety and well being of our bus and rail members, passengers and serving customers always is secondary to a carrier's bottom line. We, and our efforts, are worth less than the money we bring in.

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## Members ratify tentative agreement with BNSF

Members working under the proposed agreement voted, with approximately two-thirds in favor, to ratify a tentative agreement the union had reached with BNSF in late September, union leadership announced in November.

Negotiations with BNSF under Articles VI and VII of the National Rail Agreement began in January following wide national attention brought by the fight of rail labor led by SMART-TD, the nation's largest freight railroad union, to improve rail

workers' quality of life. The tentative agreement with BNSF was reached by the eight affected SMART-TD general committees in late September. Votes were cast through the month of October and tabulated Nov. 2, 2023.

The general chairpersons involved include GO 001's **Mike LaPresta**, GO 009's **Scott Swiatek**, GO 017's **Rich O'Connell**, GO 020's **Justin Schrock**, GO 386's **Larry Miller**, GO 393's **Kevin Kime**, GO 577's **Roy Davis** and **Tony McAdams** from



A BNSF local train exits North Portal in Seattle en route to Balmer Yard in August 2021. Members in November voted to ratify a tentative agreement with the carrier.

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# Brightline West high-speed project will benefit us

As the expression goes, there is strength in numbers. Our union is about to get a whole lot stronger thanks to an announcement in December by President Joe Biden in Las Vegas, Nevada.

On Dec. 8, President Biden and SMART-TD President **Jeremy Ferguson** announced a \$6 billion investment Biden’s administration is making in this country’s rail infrastructure and in the value of union rail jobs through two projects in California and Nevada.

“When I ran for president, I made a commitment to build a high-speed rail worthy of America. I mean it — put our nation on track with the fastest, safest and greenest railways in the world and finally to bring high-speed rail to our nation,” President Biden said. “You have no idea how much this pleases me, at long last, we are building the first high-speed rail project in our nation’s history, and it’s starting here.

“It means growth and opportunity for towns and

communities between here and the California coast. It’s on track to be completed by the 2028 Olympics in Los Angeles. And here’s the best part — it means jobs. Union jobs, jobs, jobs, jobs!”

TD President Ferguson, who attended the event, had this to say: “The idea of high-speed rail has been discussed in this country for decades, and it is beyond exciting to see it coming together here today. Our members, and our brothers and sisters throughout rail labor should see this as a day when our nation’s president and the country itself recognize our value and what we bring to the table. The skills our conductors, engineers and yardmasters possess were not an afterthought when the plans for this rail line came together. They are invaluable to this project and woven into the fabric of what will make this high-speed rail project a success. It’s a proud day for us, and we thank Congresswoman Dina Titus from



SMART Transportation Division National Legislative Director Gregory Hynes, center right, shakes hands with President Joe Biden, far right, on Friday, Dec. 8, after Biden’s announcement about funding a pair of high-speed rail projects in California and Las Vegas.

Nevada’s First Congressional District, Congressman Steven Horsford from Nevada District 4, Congresswoman Susie Lee from Nevada’s 3rd district, and Nevada’s U.S. Senators Jacky Rosen and Catherine Cortez Masto, along with the Department of Transportation, and of course, President Joe Biden himself for all of their work to make this dream a reality for our men and women.”

This project has been years in the making and is becoming a reality now due to the public-private partnership between the federal government and the Brightline West Railroad.

In plans submitted to the administration, Brightline said the trains will travel at speeds upwards of 186 mph and that will make it possible to get 218 miles from Southern California to Las Vegas in just over two hours, which is a fraction of the time it takes on the highway.

## Introducing TD: Invenies Quid Valeam — Management will find out what we are worth

Continued from Page 1

“Invenies Quid Valeam” is an ancient Latin phrase meaning, “You will find out what I am worth.”

As the year rolls on, this shall be our rallying cry.

We provide the essential labor that transports people and goods and produces revenue. We stand stronger than the corporate tycoons and their administrators can understand. We’re smarter than they can allow themselves to acknowledge, and, deep down, they know WE are the people who keep society rolling.

Our labor, on a primal and existential level, is worth more than the millions our bosses receive in salaries and golden parachutes. They have forgotten this as they leech off our efforts.

Our new mascot, “TD,” is here to remind us, and them, of our worth.

It’s intended to represent the loyalty we have to our co-workers, the fierceness with which our members defend our agreements, our bite when management pushes us too far or neglects to defend our safety on the job. TD represents a fighting spirit — the fierce protector of our bus and transit operators, the alpha dog among U.S. rail



unions, a leader of the pack among unions.

Corporations and managers disrespect us at their own risk. This dog is in the hunt for better lives for all members, to do all it can to secure prosperous futures for ourselves and our families.

TD represents the tenacity with which we guard our working environment and defend workers and the public against those monetary concerns that the soft hands of management and the owning class grip tightly and must be forced to relinquish.

What your carrier and your local managers do not want you to know is that there is power in our work. There is power in the knowledge passed down by our predecessors. There is power in your work ethic and your commitment to serve others. There is power in the long history of our organization that has led us to this moment. There is power in the UNION. The union is **YOU**.

**And TD is YOURS.**

All locals, general committees and state legislative boards are encouraged to use the mascot and to show their TD pride as they want by creating stickers, flags and shirts — the possibilities are unlimited to display your union pride. Color and black and white artwork files of the mascot are available by contacting the Public Relations Department at [news\\_TD@smart-union.org](mailto:news_TD@smart-union.org).

Let’s show our employers what we are worth!

## BNSF members vote in favor of ratifying tentative agreement reached in the autumn

Continued from Page 1

GO JTD.

Under the next phase of this process, SMART-TD and BNSF will begin implementing the agreed-upon changes.

Members who are eligible for additional vacation will have the opportunity to schedule that vacation in 2024. Implementation of other provisions of the agreement will take place over the coming weeks and months.

In a joint statement, the eight general chairpersons of the involved committees had this to say about the tentative agreement:

“We would like to thank our members for their patience throughout the negotiation process, and for casting their votes. The overwhelming approval ratings prove that our members see the value in this agreement. We were determined to obtain meaningful improvements to our working conditions, and this

agreement does exactly that. While our fight is never over, we are confident that this will serve as a substantial step in the right direction.”

The general chairpersons also expressed appreciation to Vice President **Joe Lopez**, who helped lead negotiations, along with Vice Presidents **Chad Adams** and **Jamie Modesitt**. The VPs commented:

“Our general chairpersons showed exemplary leadership and cohesion through

the up-and-down nature of these discussions,” the vice presidents said. “We congratulate them on their accomplishments and commend them on their focus on what matters — improving the quality of life and working conditions of our members.”

“This agreement our general committees have reached with BNSF continues to show the strength of our union’s leadership. Together we have made unprecedented inroads on

attendance and quality of life issues — an area carriers had no interest to collectively bargain,” said SMART-TD President **Jeremy Ferguson**. “We have cleared the way for our members on BNSF to expect predictability in their work rest schedules, while at the same time securing proper compensation on a variety of issues that were not agreed to in past rounds of national negotiations.”



# Registration now open for National Training Seminar

Registration is now open for the Transportation Division's (TD) 2024 National Training Seminar at the Hilton Cleveland Downtown in Cleveland, Ohio, from July 9 to July 11, 2024.

This unique and exciting event is open to all TD local, state legislative board, and general committee officers. Attendees can expect a full slate of informative workshops, educational opportunities, and many chances to reenergize the spirit of soli-

arity with fellow union brothers and sisters over the three-day event.

A welcome reception is planned for the evening of Monday, July 8, 2024, with full-day training beginning Tuesday, July 9, through Wednesday, July 10, and concluding with a half-day of training on Thursday, July 11. A group event is scheduled at the Rock & Roll Hall of Fame for all registered attendees on the evening of Wednesday, July 10.

An "early bird" registration fee for attendance is \$200 per person, covering the welcome reception, three lunches and the Rock Hall event. On May 1, the registration fee will increase to \$250, and onsite registration will be \$290 to cover last-minute additional costs associated with our meeting planning. Children 11 and under are complimentary.

You may cancel your meeting registration 10 days before the first day of

the meetings without penalty. Call the Transportation Division at 216-227-5269 or email **Nick Torres** at [ntorres@smart-union.org](mailto:ntorres@smart-union.org).

Discounted hotel reservations are available at a rate of \$199 per night and are the attendee's responsibility. The cutoff date to make discounted reservations at the hotel is June 14, 2024.

Additional details will be updated on the SMART website and in the Member Portal as available.

## Registration



 Scan me

# Maximizing education



SMART Transportation Division President Jeremy Ferguson addresses attendees during a question-and-answer session at the Regional Training Seminar held in Davenport, Iowa.



Members take part in a workshop discussing a disciplinary hearing at the Regional Training Seminar held in Davenport, Iowa, in November.



Attendees listen to a presenter during an educational workshop at the Regional Training Seminar held in Toledo, Ohio, in October.

Our union's shift to Regional Training Seminars (RTS) has been gaining momentum throughout 2022 and 2023. Over the autumn, two events were held.

In Toledo, Ohio, roughly 200 members gathered and

received intense hands-on training from this organization's best sources of information in October. A second RTS in Davenport, Iowa, drew 173 attendees.

Participants at both meetings had the option to select

and attend classes presented for local chairpersons and vice local chairpersons taught by Vice President **Jamie Modesitt**.

The course aimed at legislative representatives was taught by SMART-TD's

National Legislative Department team with National Director **Greg Hynes** and Alternate National Legislative Director **Jared Cassity**. Those who chose the curriculum for local presidents were led for the week by

**Ralph Lechlitter**, senior assistant to President **Jeremy Ferguson**. The class aimed at secretary and treasures was taught by Brother **John Purcell**, a SMART-TD local support representative.



SMART GENERAL PRESIDENT'S COLUMN

We all should be proud of our 2023 victories

As we enter 2024, I hope all of you were able to enjoy well-deserved time with your loved ones during the holiday season. You are the men and women who keep our nation moving, whether carrying freight or transporting fellow essential workers to their jobs. On behalf of myself and the SMART General Executive Council, thank you for all that you do.

Around this time in 2023, railroaders were just emerging from a long, bitter contract dispute with the Class I railroad carriers — one in which the carriers infamously argued that “capital investment and risk are the reasons for their profits, not any contributions by labor.” In the face of such disregard, it would have been easy for SMART-TD members across crafts to be dis-



By Michael Coleman

couraged. But instead, you stood together in unwavering solidarity, making use of new media attention and public support to go on offense.

Here are just a few of our victories from the last year:

■ At one time, the Class I carriers maintained that they would never negotiate on quality-of-life issues. But in the last year, SMART-TD members have ratified tentative agreements with Norfolk Southern, CSX, BNSF and Union Pacific that improve sick days, scheduling and more — setting an

important precedent and demonstrating the true power of labor.

■ In Alaska, Local 1626 members who work for White Pass & Yukon (WP&Y) Route used media coverage of a strong strike vote to demonstrate their commitment to one another in the face of carrier stonewalling. Thanks to their solidarity, Local 1626 railroaders ratified an agreement that won exceptional pay raises without conceding changes to work rules or cuts to health and welfare benefits.

TD President **Jeremy Ferguson** and other leaders joined President Biden in Las Vegas, Nevada, in December to announce a groundbreaking high-speed rail project connecting the city to the southern Califor-

nia coast, with Brightline West Railroad committing to using union labor — SMART-TD members — to staff the new railway.

And in Ohio, Minnesota and New York, pro-union lawmakers listened to our members and signed two-person crew rules into law, putting SMART-TD workers' job security and safety over railroad carriers' profits.

We know we have more to do, from pushing federal lawmakers to pass the Railway Safety Act, to ending the pernicious wave of assaults on bus and transit operators. I promise we will continue to fight these battles and win in the end.

2024 is an election year. We all know what that entails: a wave of political posturing and overtures to working Americans through

November. But we also know how important elections are — we've seen their impact in the last year alone. This election will present us with a stark choice: pro-union candidates who act on our behalf to secure our future and keep us safe, or two-faced politicians who are beholden only to their corporate donors. I know which option I'm choosing.

So, brothers and sisters, as we look toward 2024, let's seize this moment. Let's build a future that will benefit our families and our communities for generations to come.

Faternally,

*Michael Coleman*

**Michael Coleman**  
General President, SMART

Bus Department News

A message from your Bus Department leadership

Dear union family,

I am thrilled to address you as your newly appointed Bus Department vice president. My path to this role has been shaped by life experiences that include a challenging upbringing, a decade of driving buses in public transit and a deep passion for the labor movement. Allow me to introduce myself and share the unique aspects of my life that have molded me into a fighter and advocate for our shared values.

Beyond my professional background, let me offer a glimpse into my personal life. I am not only a labor advocate and dedicated public servant, but also a devoted husband and father. My wife and I are proud parents to an 8-year-old boy and a 5-year-old girl, serving as constant reminders of the importance of our labor movement and the future we work to build for them and generations to come.

My challenging upbringing instilled in me resilience and determination. These trials taught me to be a fighter, to stand up for my beliefs, and to per-



By James Sandoval

severe through adversity. I carry this fighting spirit with me into my role as your vice president. I understand the value of tenacity and promise to channel it into advocating for your rights and welfare.

Having served as a two-term general chairperson, alternate vice president, organizer and driving buses in public transit for over a decade, I've witnessed firsthand the daily challenges and triumphs faced by our members. I understand the hard work and dedication required to be a transit worker and am committed to representing your interests at the highest levels. As someone who has walked in your shoes, I am dedicated to making your voices heard and understood.

In addition to my frontline experi-

ence, I bring a strong background in labor advocacy, including experience in successful arbitrations, contract negotiations and securing state legislation to better protect our members. I pledge to use this experience to strengthen our bargaining positions, ensuring that your conditions are the best they can be.

Education is a core value that I hold dear. Knowledge is empowerment, and I am committed to advocating for educational opportunities within our union. I will work diligently to provide resources and support to help our members gain new skills and remain at the forefront of the ever-evolving transportation sector.

As we move forward, let's remember that “SOLIDARITY IS OUR STRENGTH.” This principle is not just a motto, but a way of life in our union. We are more than colleagues: We are a family, an unbreakable force capable of achieving great things together. My unwavering passion is to foster unity among our members, officer, and all those involved in the SMART Transporta-

tion Division.

I am honored to assume the role of your vice president. I bear this responsibility with the utmost dedication and a pledge to work tirelessly in creating a solid foundation for our members and officers to stand upon. My ultimate goal is to ensure your success, and I am committed to the welfare of every member and their families in our division. I am excited to join this administration who shares the same vision and goals as I do.

In this spirit of unity, I ask each of you to share your thoughts, concerns and ideas with me. Open and honest communication is essential for our growth and success. I am here to listen and to serve you, so please do not hesitate to reach out and engage with me. Together, we will shape a brighter future for our union.

In unwavering solidarity,

**James Sandoval**  
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TRANSPORTATION DIVISION PRESIDENT’S COLUMN

Stage set for important advancements in '24

The year of 2023 was an unprecedented success for our union and all should take pride in what our organization has accomplished. Win percentages on our appeals are higher now than at any time in recent memory. We fought and won the first paid sick leave for transportation employees after going without for nearly two centuries of American railroading. Our brothers and sisters on many bus and transit properties are earning better wages, benefits and time off through hard-fought and overdue agreements nationwide.

Our voices have been heard by the general public, press and in the halls of state capitols and Washington D.C., but more importantly, they are recognizing the validity of our organization’s longstanding issues and concerns. In the future, transportation employees of all types will look back at what we accomplished in 2023 as a positive turning point, and I want to take this opportunity to thank you all for making this a reality.



By Jeremy Ferguson

When I was first elected, I stated that training was going to be a center focus of my administration. We changed the format to better serve our locals, and I could not be more proud of how well it has been embraced and the results it has produced. The commitment and effort that many of our local officers have demonstrated by participating in our regional training seminars is a tribute to the level of professionalism and dedication needed in SMART-TD to strengthen the foundation on which our progress and future success is built. I applaud all of those that have not only attended one of these events, but also those who have taken and applied the knowledge and skills presented for the betterment of the members we proudly represent.

Your general committee

If 2023 has taught us anything, it is that we are the leader in U.S. transportation labor and our influence grows daily. However, all of this progress can be lost if we sit on our laurels or stop working as a collective group.

and state board officers are engaged in the issues that affect your daily lives and are doing amazing work. They are unafraid to use their skills, knowledge, and connections to make sure our issues and concerns are heard in efforts to create real-world solutions for our members. I want to tip my hat to the effort they have all demonstrated this year. It is no exaggeration to say that the lives of our members are better today than they were in 2022. I owe a debt of gratitude to every member and officer that has assisted in making this a reality.

This union is solid, cohesive and moving collectively in the direction of progress. All of us look to 2024 with the prospect of heightened pay, continued improvement in quality of life with additional scheduled and reliable time off and the prospect that our lives and those of

our families are on the right trajectory. We are doing everything we can to make your quality of life reflect the true value of your labor.

We are looking to replicate this success as SMART-TD takes on the issue of the rising number and severity of assaults on our passenger/commuter rail and bus members. This issue directly impacts the lives of many of our members and we will not allow it to go unchecked. We must show no hesitation in leading the way on this significant issue while other, less-dynamic unions apparently remain content with the status quo.

Our members deserve more, and we will do all we can in efforts of ensuring their safety.


In the coming months, the Federal Railroad Administration is scheduled to announce the results of the

two-person crew hearings held in late 2022, and we look forward to hearing those results. Many of you answered the call and let your voices be heard on this pivotal issue, setting the stage for what would be a historic victory.

If 2023 has taught us anything, it is that we are the leader in U.S. transportation labor and our influence grows daily. However, all of this progress can be lost if we sit on our laurels or stop working as a collective group. It is for this reason that I personally request that you all stay invested in the fight for what’s right in 2024 as we lay it on the line to further the causes that define our careers and lives.

In closing, I wish you all a happy, safe and prosperous new year!

Faternally,



Jeremy R. Ferguson  
President,  
Transportation Division

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.** (dwierjr@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. 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. 31429** (Hampton, 2023), Union Pacific terminated a switchman based on its position that the claimant violated the carrier’s attendance policy. Based on analysis of the record of the instant case, the board determined that the claimant’s termination was unjustifiable. Based on that finding, the board directed the carrier to reinstate the claimant to service with pay for time lost. Former GO 877 General Chairperson (current Vice Presi-

dent) **Gary Crest** and GO 877 Vice General Chairperson **Todd Campbell** progressed this case to the NRAB First Division.

...

■ **In NRAB First Division Award No. 31432** (Hampton, 2023), Union Pacific dismissed a conductor based on its allegation that he contravened the carrier’s attendance policy. After conducting a studied review of the record of this case, the board concluded that the claimant’s termination was not supported by the evidentiary record. For that reason, the board directed the carrier to reinstate the claimant to service with pay for time lost. Former GO 877 General Chairperson (current Vice President) **Gary Crest** and GO 877 Vice General Chairperson **Todd Campbell** progressed this case to the NRAB First Division.

...

■ **In NRAB First Division**

**Award No. 31480** (Elliott, 2023), Kansas City Southern terminated the employment of a conductor based on its allegation that he engaged in inappropriate conduct by wearing a facemask that allegedly displayed inappropriate language. As the record demonstrates in this case, the claimant was terminated for another offense, and he was reinstated to service by a Public Law Board Award. Upon being reinstated to service with the carrier from the Public Law Board award, the claimant was directed to take a book of rules examination. This occurred during the height of the COVID-19 pandemic, and the claimant wore a facemask at the facility where his book of rules examination occurred. Although the manager administering the book of rules examination did not take offense to the language displayed on the claimant’s facemask, the carrier’s gen-

eral manager took issue with the language exhibited. In order to conceal the language displayed on the facemask, the carrier’s general manager requested the claimant turn the facemask inside out. In response to this request, the claimant immediately acquiesced to the request by turning the facemask inside out. In determining the claimant’s guilt, the carrier based its assessment of the quantum of discipline administered to him on its belief that he violated the carrier’s personal appearance policy. Notwithstanding the carrier’s findings and conclusions in this case, the personal appearance policy that it used to terminate the claimant’s employment expressly stipulated that repeated violations of the policy may result in discipline. Because the claimant did not engage in “repeated violations” of the policy, the board concluded that the carrier’s

assessment of formal discipline to the claimant was unjustifiable based on the literal language of the policy. Reaching this conclusion, the board reinstated the claimant to service with the carrier and awarded him compensation for all time lost. GO 457 General Chairperson **Sam Habjan** progressed this case to the NRAB First Division.

...

■ **In NRAB First Division Award No. 31508** (Capone, 2023), Union Pacific terminated the employment of a trainman for allegedly violating the provisions of its attendance policy. Upon reviewing the record of the instant case, the board determined that the carrier failed to satisfy its burden of proof that the claimant contravened the attendance policy. For that reason, the board ruled to reinstate the claimant to service with compensation for all his lost earnings. Former GO 877 Gener-

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## What your union is doing for you

Continued from Page 5

al Chairperson (current Vice President) **Gary Crest** and GO-877 Vice General Chairperson **Todd Campbell** progressed this case to the NRAB First Division.

...  
■ **In NRAB First Division Award No. 31510** (Capone, 2023), Union Pacific dismissed a conductor for alleged dishonesty for purportedly falsely claiming an on-duty injury. Based on a review of the evidentiary record of this case, the board maintained that the record failed to sufficiently support the allegations. In light of that finding, the board ruled to reinstate the claimant to service and award him compensation for his lost earnings. Former GO 877 General Chairperson (current Vice President) **Gary Crest** GO 877 and Vice General Chairperson **Todd Campbell** progressed this case to the NRAB First Division.

...  
■ **In NRAB First Division Award No. 31513** (Capone, 2023), Union Pacific terminated the employment of a

conductor based on its assertion that he improperly lined a switch against his intended route, operated his train through a misaligned switch and caused a derailment. Overturning the discipline assessed to the claimant on procedural grounds, the board found that the carrier violated the discipline agreement by failing to provide the organization with proper notification of the assessed discipline within 10 days from the conclusion of the formal investigation. Based on this finding, the board sustained the claim in full. Accordingly, the claimant was reinstated to service and awarded compensation for his lost earnings. Former GO 877 General Chairperson (current Vice President) **Gary Crest** and GO 877 Vice General Chairperson **Todd Campbell** progressed this case to the NRAB First Division.

## FTA given directive to address proliferation of operator assaults

Our union has been calling for years for the Federal Transit Administration (FTA) to address the epidemic of violent assaults facing our bus and transit members.

This union has been out in front of this issue raising awareness of the problem with transit carriers, legislators and by directly reaching out to FTA with a laundry list of proposed solutions to the problem. Internally, the union has established the Bus/Transit Assault Prevention and Safety (BTAPS) Committee aimed at focusing the strength of our union on this life-and-death issue.

Just recently, news programs on NBC and MSNBC showed the grim reality of the violence bus and transit workers have

faced and the need to gain better protections for our essential workers.

SMART-TD, BTAPS and our men and women have gained an impressive ally in this struggle. President Joe Biden and Vice President Kamala Harris called for FTA to implement Public Transportation Agency Safety Plans in all large urban areas developed by on-property committees. The groups, comprised of equal members of workers and representatives of management, will be charged with conducting system-specific safety risk assessments.

“This union’s leaders on the bus and transit side of TD have been discussing this issue and proposing solutions. We have had strong legislation at the state level

from several of our State Legislative Directors **Ron Sabol** in New Jersey, **Bob Guy** in Illinois, **Don Roach** in Michigan, and **Louis Costa** in California among others. Some of our General Committee Chairmen have been leading the charge on this issue as well. **Jerome Johnson** on New Jersey Transit, **Anthony Simon** from the Long Island Railroad and **Anthony Petty** from SEPTA in Philadelphia jump to mind, among many other strong GC’s who have been with us in this fight.” SMART-TD President **Jeremy Ferguson** said. “This administration has given proof positive with this directive that we are being heard and that we have not only a friend but a strategic partner in the White House.”

### SUMMARY ANNUAL REPORT OF THE SMART DISCIPLINE INCOME PROTECTION PROGRAM

This is a summary of the annual report for the SMART DISCIPLINE INCOME PROTECTION PROGRAM, EIN: 34-1031303, for the period January 1, 2022, to December 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$17,371,816 as of December 31, 2022, compared to \$13,978,261 as of January 1, 2022. During the plan year, the plan experienced an increase in its net assets of \$3,393,555. This increase includes unrealized appreciation and depreciation in the value of plan assets at the beginning of the year of the cost of assets acquired during the year. During the plan year, the plan had total income of \$7,284,696 including participant contributions of \$8,816,556 and loss on investments of (\$1,531,860). Plan expenses were \$3,891,141. These expenses included \$282,461 in administrative expenses and \$3,608,680 in benefits paid to participants and beneficiaries.

#### YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers, and
3. Assets held for investment

To obtain a copy of the full annual report, or any part thereof, write or call the Discipline Income Protection Program, SMART Transportation Division, 6060 Rockside Woods Blvd N, Suite 325, Independence, OH 44131; telephone (216) 228-9400. The charge to cover copying costs will be \$13.00 for the full annual report or \$0.50 per page for any part thereof.

You also have the right to receive, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report, these two statements and accompanying notes will be included as part of that report. These charges to cover the copying costs shown above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, SMART Transportation Division, 6060 Rockside Woods Blvd N, Suite 325, Independence, OH 44131, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, DC 20210.

### SUMMARY ANNUAL REPORT OF THE SMART TD STAFF RETIREE HEALTH FUND

This is a summary of the annual report for the SMART TD STAFF RETIREE HEALTH FUND, EIN: 34-1031303, for the period January 1, 2022, to December 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### BASIC FINANCIAL STATEMENT

The value of plan assets, after subtracting liabilities of the plan, was \$4,580,119 as of December 31, 2022, compared to \$4,296,949 as of January 1, 2022. During the plan year, the plan experienced an increase in its net assets of \$283,170. This increase includes unrealized appreciation and depreciation in the value of plan assets at the beginning of the year of the cost of assets acquired during the year. During the plan year, the plan had a total income of \$1,869,835 including contributions of \$2,222,856 and loss on investments of (\$454,123). Plan expenses were \$1,586,665. These expenses included \$22,025 in administrative expenses and \$1,564,640 in benefits paid.

#### YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. Governing documents including insurance contracts and collective bargaining agreements
2. Annual report and Financials
3. Summary Plan Description

To obtain a copy of the full annual report, or any part thereof, write or call the office of the Plan Sponsor:

SMART  
Plan Sponsor  
1750 New York Avenue, 6th Floor  
Washington, DC 20006  
34-1031303 (Employer Identification Number) 216-228-9400

The fund office may make a reasonable charge for copies of the annual report.

You also have the legally protected right to examine the annual report at the main office of the plan:

SMART  
1750 New York Avenue, 6th Floor  
Washington, DC 20006

and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: U.S. Department of Labor, Employee Benefits Security Administration, Public Disclosure Room, 200 Constitution Avenue, NW, Suite N-1513, Washington, D.C. 20210.

## 2024 railroad paid holiday schedule

Rail employees working under the national agreement will receive 11 paid holidays in 2024:

- **New Year's Day (ob.)**, Tuesday, Jan. 2
- **Presidents Day**, Monday, Feb. 19
- **Good Friday**, Friday, March 29
- **Memorial Day**, Monday, May 27
- **Independence Day**, Thursday, July 4
- **Labor Day**, Monday, Sept. 2
- **Thanksgiving Day**, Thursday, Nov. 28
- **Day after Thanksgiving**, Friday, Nov. 29
- **Christmas Eve**, Tuesday, Dec. 24
- **Christmas Day**, Wednesday, Dec. 25
- **New Year's Eve**, Tuesday, Dec. 31, 2024

NOTE: A number of factors govern whether rail members receive holiday compensation for the job they perform. Consult your local agreements for additional information.



# PAC contributions for 2022

## Average monthly PAC contribution per local member

Local	Location	Amount	Local	Location	Amount	Local	Location	Amount	Local	Location	Amount	Local	Location	Amount	Local	Location	Amount		
Alabama			Florida			Kentucky			Nebraska			Oklahoma			Utah				
0598	Mobile	\$0.15	0030	Jacksonville	\$1.47	0495	Salina	\$3.63	0544	Havre	\$3.63	1397	Columbus	\$1.42	1886	Houston	\$1.42		
0622	Birmingham	\$0.94	0033	Ft. Lauderdale	\$2.22	0506	Herington	\$1.37	0730	Great Falls	\$2.05	1529	Walbridge	\$2.19	1892	Houston	\$1.08		
0762	Montgomery	\$0.67	0903	Jacksonville	\$0.52	0527	Coffeyville	\$4.18	0891	Whitefish	\$3.51	1816	Toledo	\$1.86	1904	Houston	\$3.54		
0772	Sheffield	\$0.12	1138	Miami	\$3.67	0533	Osawatomie	\$0.63	1840	Glasgow	\$3.89	1928	Toledo	\$0.65	1957	Silsbee	\$6.01		
0847	Birmingham	\$0.38	1221	Tampa	\$0.96	0763	Pittsburg	\$0.90	State Average			\$2.56	1948	Youngstown	\$0.80	1974	Ft. Worth	\$1.26	
1053	Selma	\$0.15	1312	Pensacola	\$0.00	0774	Atchison	\$0.93	Nebraska			1962	Toledo	\$0.93	State Average			\$2.34	
1887	Fairfield	\$0.00	1502	Wildwood	\$1.54	0794	Wellington	\$5.63	0007	North Platte	\$2.30	Oklahoma			0166	Salt Lake City	\$4.33		
1972	Birmingham	\$0.54	1504	Sanford	\$0.66	1227	Wichita	\$1.60	0200	North Platte	\$3.75	0770	Heavener	\$0.32	0238	Ogden	\$4.22		
State Average		\$0.37	State Average		\$1.23	1409	Kansas City	\$6.54	0257	Morrill	\$0.69	0894	Tulsa	\$0.96	1294	Milford	\$4.60		
Alaska			Georgia			1503	Marysville	\$7.63	0286	North Platte	\$3.85	1016	Enid	\$1.36	1366	Salt Lake City	\$1.69		
1626	Anchorage	\$0.60	0674	Augusta	\$1.05	Kentucky			0305	Lincoln	\$6.00	1042	Oklahoma City	\$3.05	1554	Ogden	\$5.43		
State Average		\$0.60	0941	Columbus	\$0.87	0376	Louisville	\$0.14	0626	McCook	\$2.27	1188	Oklahoma City	\$0.62	State Average			\$4.05	
Arizona			0998	Waycross	\$1.29	0573	Danville	\$2.78	0872	Omaha	\$6.14	1289	Tulsa	\$2.09	State Average			\$1.40	
0113	Winslow	\$6.86	1031	Savannah	\$1.73	0630	Ashland	\$0.38	Nevada			Oregon			Virginia				
0807	Tucson	\$6.38	1033	Atlanta	\$1.70	0785	Paducah	\$0.35	1043	Sparks	\$4.58	0471	Eugene	\$3.20	0048	Norfolk	\$2.40		
1081	Glendale	\$13.82	1245	Atlanta	\$1.33	1190	Ludlow	\$0.39	1117	Las Vegas	\$4.09	0473	La Grande	\$0.87	0363	Roanoke	\$1.51		
1629	Phoenix	\$2.45	1261	Atlanta	\$1.01	1315	Covington	\$1.62	State Average			\$3.48	1574	Portland	\$0.66	0662	Richmond	\$0.48	
1800	Tucson	\$3.44	1263	Valdosta	\$1.50	1316	Ravenna	\$0.99	New England states			1841	Klamath Falls	\$3.96	0769	Alexandria	\$2.81		
State Average		\$6.59	1598	Manchester	\$0.33	1328	Louisville	\$0.52	0254	Fitchburg	\$2.37	State Average			\$1.74	0854	Portsmouth	\$28.49	
Arkansas			1790	Fitzgerald	\$0.57	1377	Russell	\$7.70	0262	Boston	\$3.47	Pennsylvania			0924	Richmond	\$0.34		
0221	North Little Rock	\$0.95	1910	Macon	\$2.24	1963	Louisville	\$0.93	0352	West Springfield	\$1.24	0061	Philadelphia	\$0.37	0971	Crewe	\$1.58		
0462	Pine Bluff	\$1.55	State Average		\$1.11	State Average		\$1.58	0587	Greenfield	\$0.51	State Average			\$1.40	1601	Appalachia	\$0.42	
0507	Van Buren	\$7.86	Idaho			Louisiana			0663	Bangor	\$0.22	Oregon			Washington				
0656	North Little Rock	\$1.11	0265	Pocatello	\$2.79	0659	Leesville	\$0.17	0679	Attleboro	\$0.00	0172	Darby	\$0.00	0117	Vancouver	\$1.08		
0733	De Queen	\$1.75	1058	Nampa	\$0.00	0781	Shreveport	\$0.97	0898	Boston	\$1.08	0300	Philadelphia	\$0.24	0324	Seattle	\$3.71		
0950	West Memphis	\$4.07	State Average		\$1.40	0976	Shreveport	\$1.51	1400	South Portland	\$0.17	0340	Connellsville	\$0.34	0426	Spokane	\$1.91		
State Average		\$2.88	Illinois			1066	New Orleans	\$0.75	1462	Boston	\$2.81	0386	Reading	\$0.61	0556	Tacoma	\$1.54		
California			0168	Chicago	\$2.99	1337	New Orleans	\$3.46	1473	Boston	\$0.95	0498	Allentown	\$0.51	0845	Seattle	\$1.56		
0023	Santa Cruz	\$1.46	0171	Aurora	\$2.35	1458	DeQuincy	\$0.80	State Average			\$1.28	0596	Albion	\$0.00	0855	Spokane	\$0.44	
0031	San Jose	\$1.59	0195	Galesburg	\$4.39	1501	Baton Rouge	\$1.72	New Jersey			1473	Harrisburg	\$1.93	0977	Pasco	\$0.89		
0084	San Angeles	\$1.52	0196	Beardstown	\$4.28	1545	Monroe	\$2.60	0060	Newark	\$1.46	0830	Harrisburg	\$0.98	1238	Vancouver	\$0.77		
0100	Oakland	\$1.07	0198	Peoria	\$0.00	1678	Minden	\$0.19	0710	Newark	\$1.15	0838	Philadelphia	\$1.24	1348	Centralia	\$2.64		
0239	Oakland	\$0.92	0234	Bloomington	\$30.17	1836	New Orleans	\$0.71	0759	Newark	\$2.81	1006	Brownsville	\$0.04	1505	Spokane	\$2.48		
0240	Los Angeles	\$0.80	0258	Rock Island	\$1.13	1947	Lake Charles	\$5.19	0800	Jersey City	\$3.10	1373	Philadelphia	\$1.40	1637	Wishram	\$0.57		
0492	Sacramento	\$0.24	0432	Champaign-Urb.	\$1.06	State Average		\$1.64	1390	Trenton	\$2.04	1374	New Castle	\$1.40	1713	Everett	\$0.93		
0694	Dunsmuir	\$0.85	0445	Niota	\$4.36	Maryland			1413	Jersey City	\$2.72	1375	Philadelphia	\$0.34	1977	Seattle	\$0.88		
0771	Needles	\$2.63	0453	Clinton	\$5.76	0600	Cumberland	\$1.44	1445	Elizabeth	\$1.92	1379	Pittsburgh	\$1.05	State Average			\$1.49	
0811	San Bernardino	\$2.63	0469	Madison	\$3.62	0610	Baltimore	\$1.53	1447	Newark	\$6.24	1418	Conway	\$0.06	West Virginia				
0835	Bakersfield	\$0.97	0496	Madison	\$3.62	0631	Brunswick	\$0.60	1558	Bergenfield	\$1.19	1594	Upper Darby	\$0.70	0118	Hinton	\$0.00		
1201	Stockton	\$0.86	0528	Chicago	\$1.44	1470	Edmonston	\$6.73	1589	New Brunswick	\$0.30	1628	Pittsburgh	\$0.55	0504	Wheeling	\$0.36		
1241	Richmond	\$2.61	0577	Northlake	\$1.28	1949	Baltimore	\$0.34	State Average			\$2.29	South Carolina			0605	Grafton	\$0.21	
1252	Fresno	\$0.45	0597	Des Plaines	\$5.76	State Average		\$1.77	New Mexico			0407	Charleston	\$0.79	0655	Bluefield	\$0.05		
1422	Los Angeles	\$0.55	0620	Chicago	\$3.62	Michigan			1168	Clovis	\$2.17	0793	Columbia	\$1.17	0915	Handley	\$0.57		
1544	Maywood	\$2.52	0653	Blue Island	\$2.44	0072	Battle Creek	\$3.17	1687	Belen	\$2.30	0931	Greenville	\$1.98	1172	Mullens	\$0.00		
1563	El Monte	\$0.96	0740	Joliet	\$1.62	0278	Jackson	\$2.87	State Average			\$2.24	0942	Florence	\$0.24	1386	Parkersburg	\$0.00	
1564	Los Angeles	\$0.99	0768	Decatur	\$1.42	0313	Grand Rapids	\$6.34	New York			0970	Abbeville	\$0.55	State Average			\$0.15	
1565	West Hollywood	\$1.07	0979	Salem	\$1.46	0886	Marquette	\$6.46	0001	Buffalo	\$0.48	Tennessee			0281	Milwaukee	\$8.61		
1570	Roseville	\$0.92	1003	Kankakee	\$0.00	1075	Trenton	\$8.57	0029	Babylon	\$2.22	0338	Chattanooga	\$0.64	0311	La Crosse	\$4.81		
1581	Bakersfield	\$2.10	1083	Villa Grove	\$0.77	1183	Port Huron	\$3.68	0095	Rensselaer	\$0.26	0339	Jackson	\$1.73	0322	Milwaukee	\$4.96		
1590	Anaheim	\$0.00	1258	Elgin	\$6.89	1438	Lincoln Park	\$4.00	0153	Spring Valley	\$0.00	0750	Knoxville	\$1.03	0581	Green Bay	\$3.51		
1607	Los Angeles	\$0.90	1299	Chicago	\$2.02	1477	Dearborn	\$1.25	0167	Albany	\$0.09	0753	Memphis	\$0.00	0582	Stevens Point	\$2.90		
1608	Chatsworth	\$1.29	1299	Chicago	\$1.67	1709	Pontiac	\$12.85	0212	Albany	\$0.07	0974	Nashville	\$0.60	0583	Fond Du Lac	\$7.05		
1674	Los Angeles	\$1.45	1358	Danville	\$2.28	1760	Detroit	\$3.28	0256	Watervliet	\$0.34	1162	Erwin	\$0.75	0590	Portage	\$2.62		
1694	Barstow	\$0.87	1402	Dupo	\$0.79	State Average		\$5.25	0292	East Syracuse	\$0.00	1301	Knoxville	\$0.34	0832	Superior	\$9.27		
1701	Montebello	\$0.23	1423	Galesburg	\$1.15	Minnesota			0318	Hornell	\$0.69	1308	Bruceton/Hollow	\$0.76	1293	Altoona	\$3.93		
1730	Richmond	\$0.40	1433	Elmwood Park	\$0.67	0911	Minneapolis	\$4.17	0377	Salamanca	\$0.03	State Average			\$0.79	State Average			\$4.77
1732	San Jose	\$0.78	1494	Chicago	\$2.07	1000	Minneapolis	\$2.73	0394	Albany	\$0.00	South Carolina			Wisconsin				
1741	San Francisco	\$0.00	1525	Carbondale	\$2.83	1067	Virginia	\$8.97	0645	Babylon	\$2.92	0407	Charleston	\$0.79	0281	Milwaukee	\$8.61		
1770	Los Angeles	\$0.84	1534	Chicago	\$2.30	1175	Duluth	\$2.50	0722	Babylon	\$2.32	0793	Columbia	\$1.17	0311	La Crosse	\$4.81		
1785	Santa Monica	\$0.19	1597	Chicago	\$2.01	1177	Willmar	\$1.81	1007	Syracuse	\$0.00	0931	Greenville	\$1.98	0322	Milwaukee	\$4.96		
1813	West Colton	\$1.88	1883	Riverdale	\$2.78	1292	Proctor	\$6.01	1370	New York	\$1.29	0942	Florence	\$0.24	0581	Green Bay	\$3.51		
1846	West Colton	\$0.31	1895	Chicago	\$2.65	1614	St. Paul	\$3.39	1393	Buffalo	\$0.25	0970	Abbeville	\$0.55	0582	Stevens Point	\$2.90		
1909	Gardena	\$0.00	1929	East St. Louis	\$1.18	1976	St. Paul	\$1.16	1440	Staten Island	\$0.62	State Average			\$0.79	0583	Fond Du Lac	\$7.05	
State Average		\$1.00	1973	Chicago	\$2.23	State Average		\$3.64	1566	Buffalo	\$0.29	Tennessee			0590	Portage	\$2.62		
Colorado			Indiana			Mississippi			1582	Albany	\$0.09	Texas			0832	Superior	\$9.27		
0201	Trinidad	\$1.67	0006	Indianapolis	\$7.62	0427	McComb	\$0.27	1705	Valley City	\$0.54	0009	Slaton	\$3.70	1293	Altoona	\$3.93		
0202	Denver	\$5.27	0194	Elkhart	\$1.48	0584	Meridian	\$0.35	1831	Babylon	\$3.33	0011	Houston	\$0.76	State Average			\$4.77	
0204	Pueblo	\$1.73	0206	Peru	\$1.75	0853	Amory	\$0.61	1908	Buffalo	\$0.01	0018	El Paso	\$1.85	Wyoming				
0500	Grand Junction	\$2.19	0298	Garrett	\$4.94	1088	Jackson	\$0.48	1951	Albany	\$0.00	0172	Darby	\$0.00	0446	Cheyenne	\$3.28		
0945	La Junta	\$2.81	0904	Evansville	\$1.76	State Average		\$0.43	1978	New York	\$0.88	0340	Connellsville	\$0.34	0465	Gillette	\$3.99		
1136	Sterling	\$2.13	1202	Ft. Wayne	\$2.71	Missouri			North Carolina			0439	Tyler	\$3.02	0866	Rawlins	\$2.01		
State Average		\$2.63	1381	Hammond	\$1.08	0005	Kansas City	\$4.01	0782	Asheville	\$4.53	0489	San Antonio	\$2.40	0951	Sheridan	\$4.64		
Connecticut			1383	Gary	\$0.88	0185	Brookfield	\$1.55	0783	Spencer	\$0.90	0508	Smithville	\$17.19	1279	Greybull	\$4.63		
0277	Hartford	\$0.98	1518	Indianapolis	\$4.18	0219	Hannibal	\$4.26	1582	Albany	\$0.09	0513	Gainesville	\$0.92	1857	Green River	\$4.42		
0328	New Haven	\$1.03	1526	Michigan City	\$1.74	0226	Moberly	\$0.88	1705	Valley City	\$0.54	0524	Palestine	\$2.42	State Average			\$3.41	
1361	New Haven	\$2.05	1548	Indianapolis	\$0.82	0303	Springfield	\$2.16	1831	Babylon	\$3.33	0564	Cleburne	\$1.88	Top 10 Locals				
1672	New London	\$1.68	State Average		\$2.89	0330	Poplar Bluff	\$1.61	1908	Buffalo	\$0.01	0569	Ennis	\$1.46	Local				
State Average		\$1.44	Iowa			0607	Thayer	\$1.94	Ohio			0594	Mineola	\$1.13	City				
Dakotas			0017	Marshalltown	\$5.35	0643	Kahoka	\$3.04	0002	Toledo	\$1.83	0756	San Antonio	\$2.29	Amount				
0013	Huron	\$0.11																	



State Watch

News from SMART-TD State Legislative Boards

# New York becomes 12th state with 2PC win

Given a second chance to act, New York Gov. Kathy Hochul has chosen to side with safety.

In late 2022, a bill requiring two-person crews on freight trains in the state reached her desk and she vetoed it.

But something changed this year — perhaps it was seeing legislatures and governors in both Ohio and

Minnesota to the west take the steps to pass legislation or the catastrophic derailment in East Palestine, Ohio, that happened in February.

On Dec. 8, Hochul signed S.5775 into law, capping a superlative effort from your union’s New York State Legislative Board led by State Legislative Director **Sam Nasca**.

A mere three years ago, a bill establishing a minimum freight crew size did not even make it out of a state Senate committee. Now, New York is the third state this year to pass and have the governor sign 2PC legislation, bringing the total number of states to have implemented legislation or regulations regarding a minimum two-person crew to a dozen.

“Another state has come to the conclusion that a two-person crew is appropriate and necessary for safe railroad operations,” National Legislative Director **Greg Hynes** said. “We thank all of the legislators, especially state Sen. Timothy Kennedy, who introduced the bill in his chamber, and Assemblyman Bill Magnarelli for their leadership.”

“Congratulations to all on the TD New York State Legislative Board for pulling together and achieving another victory.”

The bill was introduced in March and establishes an escalating structure of fines for violations by Class I and II rail carriers that run freight trains without two on the crew in the state. It takes effect in January.

## Colorado

Our union’s Colorado State Legislative Board announced that a railroad safety bill it supports received a key committee endorsement in the autumn and will be considered in the state Legislature’s 2024 session.

By a 14-6 vote in October, the state’s Joint Transportation Legislation Review Committee approved of the measure, which limits trains lengths to 8,500 feet and set placement of trackside detectors to mirror what is proposed in the Railway Safety Act introduced after the East Palestine, Ohio, disaster in February.

The legislation also would prohibit carriers from blocking rail crossings for longer than 10 minutes as well.

According to Colorado

State Legislative Director **Carl Smith**, the Ohio derailment was the impetus of some of the legislators to take a hard look at rail safety, but a couple of other incidents closer to home have kept the attention on railroad safety.

“A military train from Ft. Carson derailed right across from the El Paso County Jail, in Colorado Springs,” Smith said. “So that drew a lot of media attention, a lot of media spotlight.”

Incidents such as the Fort Carson derailment and a second more-recent incident in Pueblo, Colo., combined with members’ active outreach made the com-



mon-sense efforts advocated by the union hard to ignore — even people who have previously aligned with the carriers.

Smith said that state Rep. Ty Winter had adamantly refused to support rail safety legislation in the 2023 session and was a no for several months leading up to the vote in early October, but changed his mind in a statement to the review committee.

A great deal of work on the legislation has been done, but there’s more ahead.

Smith detailed the process in a SMART News segment — follow the QR code above to learn more.

## New Jersey

Our union is thrilled to announce that one of its own, New Jersey State Legislative Director **Ron Sabol**, was honored at the 35th Annual Knights of Labor award ceremony this past autumn. This event is hosted annually by the AFL-CIO Central Labor Council of Mercer County, N.J.

Sabol, of Local 1447 (Newark, N.J.) and an active member of SMART-TD since 1999, has tirelessly served the organization and its members for over two decades. He became state legislative director in December 2016, where he has continued to be a relentless advocate for the rights and welfare of both bus and rail workers in New Jersey.

The Knights of Labor Award was presented to Brother Sabol in a special ceremony held by the Mercer County Central Labor



From left, N.J. Assemblyman Anthony Verrelli, CWA Local 33 President Gaye Palmer and New Jersey State Legislative Director Ron Sabol are honored. (Photo courtesy Adam Bierman.)

Council. Michael Maloney, president of the Mercer County Central Labor Council and a representative of the Plumbers and Pipefitters Union Local 9, gave Sabol the award.

SMART-TD National Legislative Director **Greg Hynes** also congratulated Sabol, saying, “Congratulations to Ron Sabol on his well-deserved award! Ron does an outstanding job of representing our members in both bus and rail in New Jersey.”

## New SLDs in Nevada, Washington

Two legislative boards welcomed new leadership over the autumn.

**Gabe Christenson**, a member of Local 1043 (Sparks, Nev.), became state legislative director of his state Nov. 15. He was assistant state legislative director for 3.5 years before becoming SLD. He’s been a member of our

union since 2009.

**Steve Mazula**, a member of Local 855 (Spokane, Wash.), is the new state legislative director in Washington. He had been assistant state legislative director for more than 11 years before becoming SLD on Oct. 7. He’s been a member of our union since 1990 and works for BNSF.

## Michigan

Our union’s intensity on protecting our Amtrak, bus and transit members from assaults resulted in a victory for our cause in Michigan.

State Legislative Director **Donald Roach** proudly reported that HB 4917 and HB 4918, both to enhance protections for transportation workers, passed in the state House on Nov. 8.

HB 4917 passed by a 68-

41 vote. HB 4918 passed by a 70-39 vote.

The bills raise punishments for the assault of a transportation operator to a maximum of eight years, depending on the severity of the offense. They also make the punishments for repeat offenses more severe and adjust the state’s sentencing guidelines accordingly.

## California

The California State Legislative Board sponsored or co-sponsored five bills over the last session. All went to Gov. Gavin Newsom, with one vetoed.

“Overall, I think we had a great session for SMART-TD members in California,” SLD **Louis Costa** said.

Signed legislation covered the deployment of new autonomous transit vehicle technology, consolidated existing laws covering all pupil transport, dealt with coverage contract crew transportation vehicles for rail crews and increased paid sick days.

Two co-sponsored bills covering unemployment insurance during labor disputes and autonomous vehicle operations were vetoed by the governor.

## Illinois

Our union has been a beacon of productivity and progress in Illinois for years.

Mirroring the state’s central role as a hub where the nation’s major Class I carriers operate, our Illinois operation has plenty of accomplishments and fights won over the last 20 years.

During this period of success, there’s been one consistent throughline. For the last 23 years, the steady hand on the wheel has been **Tina O’Brien**.

She retired in the autumn, and SMART-TD would like to thank her for a career of outstanding service to our members.

She started with SMART-



O'Brien

TD in 2000, hired by Illinois State Legislative Director **Joe Szabo**.

In 2009, the reins of the Illinois State Legislative Board were handed over to current SLD **Bob Guy**. Luckily for Brother Guy, Tina stayed on and was an invaluable resource.

“From day one, Tina has been instrumental for me as I grew into the position of state director. I leaned on Tina for so much early on since I couldn’t reach out to my predecessor, Joe Szabo, as he had headed off to lead FRA,” Guy said. “Her commitment to our board and our Illinois members is evident to anyone who knows her.”



SMART  
TD

Useful news and information for our retirees  
and members of the TD Alumni Association

Alumni

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](mailto:arayner@smart-union.org) or visit [www.smart-union.org](http://www.smart-union.org).

# RRB reports tax and Medicare rates for 2023 earnings

The amounts of compensation subject to Railroad Retirement Tier I and Tier II payroll taxes will increase in 2024, while the tax rates on employers and employees will stay the same. In addition, unemployment insurance contribution rates paid by railroad employers will not include a 1.5% surcharge imposed in 2023, due to improved economic conditions over the past year.

**Tier I and Medicare tax:** The Railroad Retirement Tier I payroll tax rate on covered rail employers and employees for 2024 remains at 7.65%. The Railroad Retirement Tier I tax rate is the same as the Social Security tax and for withholding and reporting purposes is divided into 6.2% percent for retirement and 1.45% for Medicare hospital insurance. The maximum amount of an employee's earnings subject to the 6.2% rate increases from \$160,200 in 2023 to \$168,600 in 2024, with no maximum on earnings subject to the 1.45% Medicare rate.

An additional Medicare payroll tax of 0.9% applies to an individual's income exceeding \$200,000,

or \$250,000 for a married couple filing a joint tax return. While employers will begin withholding the additional Medicare tax as soon as an individual's wages exceed the \$200,000 threshold, the final amount owed or refunded will be calculated as part of the individual's federal income tax return.

**Tier II tax:** The Railroad Retirement Tier II tax rates in 2024 will remain at 4.9% for employees and 13.1% for employers. The maximum amount of earnings subject to Railroad Retirement Tier II taxes in 2024 will increase from \$118,800 to \$125,100. Tier II tax rates are based on an average account benefits ratio reflecting Railroad Retirement fund levels. Depending on this ratio, the Tier II tax rate for employees can be between 0% and 4.9%, while the Tier II rate for employers can range between 8.2% and 22.1%.

**Unemployment insurance contributions:** Employers, but not employees, pay railroad unemployment insurance contributions, which are experience-rated by employer. The Railroad Unemployment Insurance Act also provides

for a surcharge in the event the Railroad Unemployment Insurance Account (RUIA) balance falls below an indexed threshold amount. The accrual balance of RUIA was approximately \$363.1 million on June 30, 2023. Since the balance was above the indexed \$100 million threshold (currently about \$150.3 million), there will be no surcharge added in 2024, reflecting improved employment conditions since the end of the pandemic. In addition to the 1.5% surcharge in 2023, there were surcharges of 3.5% in 2022 and 2.5% in 2021.

As a result, the unemployment insurance contribution rates on railroad employers in 2024 will range from a minimum rate of 0.65% to a maximum of 12% on monthly compensation up to \$1,985, an increase from \$1,895 in 2023.

In 2024, the minimum rate of 0.65% will apply to 87% of covered employers, with 3% paying the maximum rate of 12%.

New employers will pay an unemployment insurance contribution rate of 4.58%, which represents the average rate paid by all employers in the period 2020-22.

## ERMA maximum benefit increase announced

The lifetime maximum benefit for the Railroad Employees National Early Retirement Major Medical Benefit (ERMA or GA-46000) Plan will increase from \$188,000 to \$195,100 beginning Jan. 1, 2024.

At the end of 2001, labor and management had agreed on various procedures to administer the annual changes in the amount of the lifetime maximum benefit under the ERMA Plan.

In conjunction with the formula established in 2001, a new lifetime maximum was calculated by utilizing the October 2022 consumer price index (CPI) data for Hospital and Related Services and Physician Services. The result is a lifetime maximum for 2024 of \$195,100.

For individuals who have reached the lifetime maximum, the incremental maximum available is applied to eligible expenses submitted for dates of service on or after the effective date of the new maximum. For 2024, this amount will be \$7,100.

This change will apply to all railroads and crafts participating in ERMA.

## THE FINAL CALL

Following are the names of deceased members who were active TD members or maintained annual membership in the SMART-TD Alumni Association, according to reports received at the TD office. These brothers and sisters will be missed by their many friends and by fellow Alumni Association members.

Local	Name	City/State	Local	Name	City/State	Local	Name	City/State
6	Overstreet, Russell H.	Liberty, Ky.	600	Martin III, James	Cumberland, Md.	1202	Sparks, Richard	Peru, Ind.
14	Smith, Gary W.	Hamilton, Ohio	610	Holland, Scott A.	Littlestown, Pa.	1261	Easterday, Robert M.	Temple, Ga.
29	Golden, Donald C.	Port Washington, N.Y.	622	Lowery, William R.	Hayden, Ala.	1289	Jackson, Dustin B.	Tulsa, Okla.
60	Clawson, Richard W.	Prospect, Conn.	645	Bevin, Kieron M.	Whitestone, N.Y.	1313	Christensen, Karl M.	Amarillo, Texas
60	Leissner Jr., Kenneth B.	Dingmans Ferry, Pa.	645	Cosentini, Thomas	Northport, N.Y.	1329	Cotner, Murrell G.	New Albany, Ind.
72	Brocht, Wade A.	Battle Creek, Mich.	645	Kelly, Joseph G.	Wantagh, N.Y.	1402	McCunney, Joshua P.	Granite City, Ill.
145	Fetherolf, Glenn R.	Westerville, Ohio	656	Ryland, Victor	Pine Bluff, Ark.	1403	Gronek Jr., Walter T.	Oak Grove, Mo.
194	Robbins, Benjamin A.	Winamac, Ind.	659	Clackum, Andrew F.	Lake Charles, La.	1403	Gardner, Robert D.	Kearney, Mo.
256	Fitzgerald, James E.	Sayre, Pa.	674	Dickerson, Michael	Evans, Ga.	1440	Bausworth, James C.	Byrnes Mill, Mo.
286	Glur, Arthur W.	Lincoln, Neb.	722	Calandrino, Jeffrey A.	Medford, N.Y.	1440	Lucas, Thomas C.	Staten Island, N.Y.
311	Alexander, Kelly D.	De Soto, Wis.	722	O'Connell, Susan	Farmingdale, N.Y.	1447	Wagner, Frederick L.	Hazlet, N.J.
322	Parks Jr., Ernest A.	Kenosha, Wis.	733	Youngblood, B.J.	Wright City, Okla.	1494	Moore, Anthony D.	Crest Hill, Ill.
322	Wasson, Brian J.	Westfield, Wis.	772	Horn, Billy J.	Dothan, Ala.	1501	Henson Jr., Garland K.	Gonzales, La.
324	Manson, Paul D.	Othello, Wash.	785	Clemons, Roy W.	Citra, Fla.	1503	Thorngate, Scott A.	Marysville, Kan.
330	Bennett, Billy J.	Poplar Bluff, Mo.	857	Moilanen, Michael J.	San Antonio, Texas	1525	Peterson, Thomas R.	Salem, Ill.
386	Ebling, Robert E.	Schuylkill Haven, Pa.	924	Walker, John A.	Aylett, Va.	1544	Dohopolski, Michael A.	Long Beach, Calif.
426	Llanto, Dale	Airway Hts., Wash.	951	Larson, James R.	Sheridan, Wyo.	1548	Francis, Robert D.	Spencer, Ind.
426	Lovell, Gerald D.	Kennewick, Wash.	965	Hood, Danny L.	Denison, Texas	1590	Gulley, Richard B.	Hawthorne, Calif.
445	Gore, Johnathan J.	Galesburg, Ill.	974	Thompson, Walter	Cumberl. Furn., Tenn.	1709	Gray, Donald W.	Burton, Mich.
469	Shearrer, Harry E.	Patterson, Mo.	1033	Harris, Robert B.	Cartersville, Ga.	1715	Green, Rosie D.	Belmont, N.C.
493	Koepke, Craig S.	Cedar Falls, Iowa	1043	Small, William R.	Oroville, Calif.	1904	Harris Jr., Stafford J.	Houston, Texas
525	Kronberger, Matt J.	Bismarck, N.D.	1059	Pitner, John D.	Minot, N.D.	1908	Campbell, Laura	Buffalo, N.Y.
528	Hurst, Anthony M.	Hammond, Ind.	1117	Matuszak, Paul R.	Villa Park, Ill.	1910	Norris, Robert A.	Macon, Ga.
577	Mathis, Richard B.	Berkeley, Ill.	1138	Salyer, Ernest E.	Jacksonville, Fla.	1933	Dixon, Louis W.	Henrico, Va.
577	Smith, Darrick	Park Forest, Ill.	1168	Johnson, Jason W.	Clovis, N.M.	1949	Petrosky, Robert F.	Catasauqua, Pa.



# Around the SMART-TD

## L-195, L-329, L-445, L-643, ILL., IOWA, AND MO.

Local 445 in Niota, Ill., helped to lead a holiday food drive effort involving the combined efforts of four locals in three states.

In Galesburg, Ill., **Jack Girard** and **Jordan Boone** collected \$113 and 93 lbs. of food.

In Fort Madison, Iowa, **Josh Gordon**, **Chad Hocker**, **Matt Auge**, **Jason Wolverton** and **Rich Gustin** collected \$140 and 11 cases of food.

In Boone, Iowa, **Jo Jones** and **Ed Maxwell** collected \$800 of food.

In Monmouth, Ill., **Marty Stevenson**, **Martin Bobrowski**, **Beau Trego**, **Alex Marty** and **Wes Ekstedt** collected 308 lbs. of food and \$236 in donations.

Local 445 has had a long



Volunteers from Local 445, including Local Chairperson Anthony Lewis, work a shift at the Northern Illinois Food Bank in Joliet, Ill., in October.

tradition of giving back to the surrounding community. Volunteers from Local 445 also helped to pack 504 cans of food for the Northern Illinois Food Bank Oct. 13, which contributed to the 7,146 pounds of total food packed for the shift. This provided for 5,955 meals.

Local members are encouraged to reach out to pitch in to help the effort.

## L-1565, LOS ANGELES, CALIF.



From left, Josiah Lewis, Richard Montano, Hector Rivera, Jesse Lopez, Marina Mancilla, Steven Ramirez, Omar Vicente-Odilon, Gilbert Jauregui and Eder Vazquez, are shown. Not pictured is Norma Marlowe.

About 10 participants from our union took part in the Los Angeles County Metropolitan Transit Authority Rail Rodeo in November. Prize winners included **Steven Ramirez**, first place; **Marina Mancilla**, second place; and **Jesse Lopez**, third place.

## GO SPT (SEPTA)

Philadelphia, the city of brotherly love, has been known for being anything but loving when it comes to wage increases and quality of life benefits for its transportation professionals. First-year General Chairperson **Anthony Petty** of SMART-TD's SPT General Committee announced the ratification by membership of a new one-year agreement that changes that for the better.

The agreement ratified includes both a 7% raise in base pay and a \$3,000 bonus for our SMART-TD members working to provide SEPTA's bus service. Petty and his general committee also brokered a deal increasing the carrier's contribution to employee retirement funds by 5% in addition to the 7% raise in pay.

Not only will these members be receiving these financial benefits, but Petty and his committee of **Bruce Cheatham**, **Dwayne Benson** and **Jeanene Hand**, along with new Bus Department Vice President **James Sandoval**, also negotiated for substantial gains in time off and quality-of-life.

In this new agreement, members will only be drafted (forced to work a sixth day in the week) once per month. They can take two days off per week for the remainder of the month. If they elect to do so, they will be allowed to volunteer to work a sixth day whenever they want, but the power to decide is now in the



The negotiating team for our members who work for SEPTA pose for a photo after a session. A new contract was ratified with 96% in favor that secures pay raises and quality-of-life improvements for workers.

hands of each individual member.

Yet another quality-of-life improvement in this contract is that the extra board will now be divided into an a.m. list and a p.m. list so our members are only responsible for covering the work for 12 hours each day. They won't be expected to cover shifts outside of their coverage times. This will go a long way towards helping to balance work and homelife.

In another new and creative addition to the agreement, Petty and his team got SEPTA to agree to a unique dialogue centering around the ongoing problem with assaults against our members.

In December, SEPTA's General Manager Leslie Richards attended a town hall meeting held by union leaders to discuss the rise in violence our members deal with on the job.

As part of the agreement, SEPTA management will meet quarterly in an open

## L-278 AND L-1438 JACKSON AND LINCOLN PARK, MICH.

SMART Army members from Local 278 (Jackson, Mich.) and Local 1438 (Lincoln Park, Mich.) delivered two cords of firewood to our United Auto Workers (UAW) brothers and sisters in UAW Local 1248 in front of the Mopar Parts Distribution Center in Romulus, Mich. SMART-TD President **Jeremy Ferguson** purchased the wood for the UAW strike lines in October while Locals 278 and 1438 took it from there and got it where it needed to go.

The union's donation was well-timed for the men and women on the Stellantis picket line. When SMART-TD's **Nick Greficz** spoke to UAW 1248 Strike Captain John Baker, he told Brother Greficz they were in dire need of fuel for

their fires. He told Greficz how quickly the temperatures had been dropping with each passing day in late October and that colder weather was taking its toll on morale on the line.

President Ferguson got the idea to donate firewood to the effort while walking the line in Toledo, Ohio, at a Stellantis plant that produces Jeep Gladiators. The UAW reps in Toledo told them that keeping the burn barrels stocked was a challenge.

So with cold weather on the horizon, our union's leaders committed resources to fulfill a need in solidarity with the UAW prior to the union's announcement that tentative agreements had been reached with the nation's big three automakers.



SMART Army members from TD Locals 278 and Local 1438 unload two cords of wood donated by SMART-TD President Ferguson. UAW Local 1248 Strike Captain John Baker, in red shirt close to trailer, said they were in dire need of the wood donation given how quickly the temperatures were dropping in late October.



S&Ts attend workshop in Utah



Secretaries and treasurers from a number of locals convened in Salt Lake City, Utah, Oct. 24-26 at the Double Tree – Salt Lake City Airport to learn more about their roles in their locals.

L-171, AURORA, ILL.

An online fundraiser has been set up for the survivors of **Dexter Perkins**, a member of Local 171 (Aurora, Ill.), after he was slain in an act of violence Dec. 22 in Wheaton, Illinois.



Perkins



Brother Perkins, 37, had been a member of our union since September 2022 and worked as a conductor for BNSF. He leaves behind two daughters, Brynn and Blair, and his mother as well as his brothers and sisters in Local 131.

To contribute, please follow the QR code above.

“I’m sure anyone who knows Dexter will agree we were all truly blessed to call him our friend, and the amount of lives he touched is insurmountable,” wrote friend David Killingsworth, who organized the fundraiser. “The family he’s left behind has been shaken to their core.”

FROM THE DLC

Information about legal matters for rail workers

Happy New Year from the SMART Transportation Division Designated Legal Counsel!

We hope that 2023 was a safe year for you and your families.

Last year, I was honored to be appointed by SMART-TD President **Jeremy Ferguson** to serve as coordinator for the SMART Designated Legal Counsel across the country. As SMART DLC, we have committed ourselves to protecting railroaders and their families against the railroads’ aggressive tactics and intimidation. Should you be injured on the job, attempting to hold the railroad

accountable for safety, following your doctor’s orders or otherwise properly asserting your legal rights, we are here for you.

As SMART DLC our commitment to you and your members goes beyond what an attorney’s fee is attached to. Through our work, SMART DLC hold railroads accountable: accountable for safety, accountable for properly reporting on-the-job injuries, accountable for



treating railroad workers with dignity and respect, accountable for allowing railroad workers to follow doctor’s orders. We are here to answer your questions, address your concerns and attend your local meetings. You cannot protect yourself and your families if you do not know what to do if you are injured or harassed on



Youngdahl

the job.

When you consider “what has my union done for me?” know this — your SMART leadership has ensured that you and your loved ones have lawyers at your fingertips who have the railroad knowledge, expertise and experience crucial to taking on the rail industry and achieving the best outcome and future for you and your families. As your SMART DLC, together

we have centuries of experience protecting you and your coworkers.

We wish you all a safe and injury-free 2024. But if the unfortunate does happen, know that we will be here to enforce your legal rights. Don’t wait until you are injured or harassed by the railroad. Protect your family, protect yourself and make 2024 your year to get to know YOUR SMART DLC.

In solidarity,  
**Sara Youngdahl**  
and the SMART-TD DLCs

“The Carriers maintain that capital investment and risk are the reasons for their profits, not any contributions by labor.”

— Presidential Emergency Board 250, page 32 of 119

Class I rail carriers file their third-quarter earnings reports

**Net earnings:** Declined 15% to \$1.22 billion from \$1.44 billion.  
**Revenue:** Declined 13% to \$5.85 billion from \$6.69 billion.  
**Operating income:** Declined 14% to \$1.81 billion from \$2.11 billion.  
**Operating ratio:** Worsened by 0.7 points to 68.4%.

...

**Net earnings:** Declined 24% to \$1.11 billion from \$1.46 billion (Canadian).  
**Revenue:** Declined 12% to \$3.99 billion from \$4.5 billion (Canadian).  
**Operating income:** Declined 21% to \$1.52 billion from \$1.93 billion (Canadian).  
**Operating ratio:** Worsened 4.8 points to 62%.

...

**Net earnings:** Declined 12% to \$780 million



from \$891 million (Canadian).  
**Revenue:** Increased 44% to \$3.34 billion from \$2.31 billion (Canadian).  
**Operating income:** Increased 25% to \$1.17 billion from \$937 million (Canadian).  
**Operating ratio:** Worsened 5.4 points to 64.9%.

...

**Net earnings:** Declined to \$846 million from \$1.11 billion.  
**Revenue:** Declined 8% to \$3.57 billion from \$3.9 billion.  
**Operating income:** Declined 18% to \$1.3 billion from \$1.58 billion.  
**Operating ratio:** Worsened 4.3 points to 63.8%.

...

**Net earnings:** Declined 51% to \$473 million from \$969 million.  
**Revenue:** Declined 11% to \$2.96 billion from



\$3.34 billion.  
**Operating income:** Declined 41% to \$756 million from \$1.27 billion.  
**Operating ratio:** Worsened 12.6 points to 74.6%.

...

**Net earnings:** Declined 19% to \$1.53 billion from \$1.895 billion.  
**Revenue:** Declined 10% to \$5.94 billion from \$6.57 billion.  
**Operating income:** Declined 17% to \$2.18 billion from \$2.63 billion.  
**Operating ratio:** Worsened 3.5 points to 63.4%.

—

**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.

All comparisons are made to 2022’s third quarter financial results for each railroad.







Members and officers of Local 1785 (Santa Monica, Calif.) who work for Big Blue Bus took part in a breast cancer awareness fundraiser, raising \$1,728 and participating in a 3K walk. Chairperson **Markeisha Haynes** and Secretary and Treasurer **Penny Miller** participated as well. This photo was submitted by GCA Secretary **Raquel Henderson**.

Featured photo showcase

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 America rolling.

Printed photographs should be mailed to SMART-TD, 6060 Rockside Woods Blvd., N., Suite 325, Independence, OH 44131.

High-resolution digital photographs should be in JPEG format and emailed to [news\\_td@smart-union.org](mailto: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, 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.

**Local 1823's Matthew Craig pulls the pin after 46 years on rails**

Matthew Craig of Local 1823 in St. Louis marked the end of his 46-year career on the Missouri Pacific and Union Pacific Railroad as a conductor/brakeman and switchman Nov. 30.

Hiring on July 15, 1977, Brother Craig served two terms as vice local chairperson and three terms as local chairperson. He also served as delegate to three SMART-TD conventions.

"Matt was well liked by his fellow employees, and the members he represented," said **Norbert Shacklette**, who attended a celebration for Craig.

Congratulations to Craig and best wishes for a long, healthy retirement!



At left, Local Chairperson Matt Hoffman of Local 1823 (St. Louis, Mo.) presents a lantern to Matt Craig, who retired after 46 years working for the railroad.

It's time to apply for UTUIA scholarships!

UTUIA scholarships remain at \$2,000 per student per year for 2024!

50 two-year Trade School Scholarships and 50 four-year College Scholarships available for 2024!

This year, UTUIA has committed once again to supporting the children and grandchildren of our members by continuing to offer 50 four-year college scholarships and 50 two-year trade school scholarships, both at **\$2,000.00 per student, per year**.

Currently, UTUIA is paying out on almost 200 scholarships! We encourage all members of SMART-TD to support these ongoing fraternal benefits by becoming a member of UTUIA through ownership in our uniquely designed insurance plans.

"For over 150 years, we have served the members of SMART-TD by providing insurance protection and fraternal benefits and we are committed to supporting our members for the next 150 years," said UTUIA President Ken Laugel.

The deadline for scholarship applications is March 31, 2024. For more information about scholarship requirements and to apply, visit [www.utuia.org/scholarships](http://www.utuia.org/scholarships).



Laugel

Fraternally,

*Ken Laugel*

Ken Laugel  
President, UTUIA



Region	# of Scholarships
1 Great Lakes: Minn., Iowa, Ill., Wis., Ind., Mich., Ohio	13
2 Great Plains: Mont., Wyo., N.D., S.D., Neb.	3
3 Mid-Atlantic: Mo., Tenn., Ky., W.Va., Va., N.C., Del., D.C., Md.	8
4 Northeast: Pa., Conn., Maine, Mass., N.H., N.J., N.Y., R.I., Vt.	5
5 Southeast: Ala., Ga., Fla., S.C.	4
6 Southwest: Colo., N.M., Kan., Ark., La., Okla., Texas, Miss.	9
7 Western: Wash., Ore., Idaho, Nev., Calif., Utah, Ariz., Alaska	8

College & Trade School Scholarship Program Rules

**DISTRIBUTION**

Fifty \$2,000 scholarships, renewable for up to four years, are awarded each year upon verification of enrollment for the fall term. The scholarships are prorated according to the number of UTUIA members in each of the seven regions. The names of the 50 scholarship winners for the academic year 2023/2024 will be drawn at UTUIA headquarters in Independence, Ohio, after the March 31 deadline for submission of applications. **The scholarship period opened Jan. 15, 2024, and closes March 31, 2024.**

**ELIGIBILITY**

Requirements of a UTUIA scholarship applicant are that he or she be a U.S. citizen, at least a high school senior or equivalent, and age 25 or under.

**Applicants must be associated with the UTUIA by either owning a UTUIA insurance policy or by being the child or grandchild of a current UTUIA policyholder. To be eligible for a scholarship, you must have an issued UTUIA policy in the UTUIA system by 12/31/2023.**

Applicants also must be accepted for admittance, or already enrolled, for at least 12 credit hours per semester at a recognized institution of higher learning (university, college or junior college, nursing or technical school offering college credit). Graduate schools are not included.

**Applications must be received no later than March 31, 2024** Please submit only one application per student. Incomplete or duplicate applications will not be accepted.

**AWARDS**

Scholarships are awarded on the basis of chance, not grades. However, the student is expected to maintain a minimum 2.5 GPA to keep the scholarship for the full four years.

**ADMINISTRATION**

The UTUIA Scholarship Committee decides whether individual scholarships should be continued or discontinued. Each successful applicant must provide annual proof of eligibility on or before a deadline set by the scholarship committee to qualify for a continuing award. The day-to-day management of the program is handled by the office of the UTUIA scholarship administrator.

**CONTACT**

Further questions about the scholarship program may be directed to Elizabeth Thomas by calling **216-227-5254**, or by emailing [ethomas@utuia.org](mailto:ethomas@utuia.org).

Visit [www.utuia.org/college-scholarships/](http://www.utuia.org/college-scholarships/) for complete rules and to apply.