



Ferguson, incumbents returned to leadership

Changes made in alternate VP, board of appeals positions

Jeremy Ferguson of Local 313 (Grand Rapids, Mich.) was reelected Aug. 11 to president.

His second five-year term as the leader of the United States' largest railroad and transit union began Oct. 1, and he pledged to continue to lead the fight for the safety and just treatment of those he represents.

"We've been winning, and winning big time," he said, speaking of SMART-TD's results during his first term. "I'm proud of each and every one of [our members], and I'm proud of my team behind me. Thanks to your efforts, we still have two crew members on the train.

"This union is winning on all accounts, across the board, including in arbitration, negotiations and mediation. We are the best union



The newly elected leadership of the SMART Transportation Division takes the oath of office administered by SMART General President Michael Coleman, at right, at the Third TD Convention on August 11, 2024, in Las Vegas.

out there and that's not just my thinking, that is a fact.

"Since the freight carriers went to war against us on day two of my administration, we've been on the offense,"

he said. "Since the cities, county agencies and transit companies started trying to put things over on our essential operators, we have met them with strength."

Under Ferguson's watch, SMART-TD formed the Bus and Transit Assault Prevention and Safety (BTAPS) Committee, which is dedicated to stopping the epi-

demic of violence transit members face. Created in July 2023, BTAPS has made progress increasing the penalties for assaulting

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GUEST COLUMN

Former head of STB Oberman on rail: Trump comeback invites 'bad old days'

As the recently retired chairman of the Surface Transportation Board, I'm writing to urge your participation in the 2024 election. My experience taught me that the protections of rail workers by the STB and by the FRA depends a lot on whether these important offices are filled by worker-oriented administrations. A few key points show why this is true.

Before I joined the STB



By Marty Oberman

more than five years ago, rail labor viewed the STB as indifferent to rail worker interests at best, and hostile at worst. Back then, the Class I's were implementing PSR and dramatically cutting

employment— ultimately eliminating nearly 45,000 good rail jobs. But under prior Republican-led STBs, these practices were allowed to flourish. That changed in my time as chair.

For those that don't know, the STB is an independent federal agency responsible for overseeing the economic regulation of different types of surface transportation, with a strong focus on freight rail.

The STB uses its authority to address disputes and promote a transportation system that serves the needs of all involved, including SMART-TD members.

While the STB cannot solve all the issues facing rail labor, I believe that the board's focus under the current Democratic leadership on improving rail service and, most importantly, on main-

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Delegates hold up their signs to indicate their support of a motion during the Third TD Convention on Aug. 11 in Las Vegas.

President Jeremy Ferguson, most incumbents returned to office at the third SMART-TD Convention

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transportation workers. BTAPS is also negotiating to make working conditions for bus and transit workers safer through the installation of protective barriers and other measures.

Ferguson was among the coalition of rail labor leaders who achieved paid sick time for railroad employees in 2023. Rail labor made considerable progress toward safety improvements during Ferguson's first term, including the Federal Railroad Administration's establishment of a two-person freight rail crew regulation.

Negotiations for the next national rail labor contract are scheduled to begin later this year.

Don Zatteau, a delegate of Ferguson's home local, made the initial nomination for Ferguson's reelection. The motion received multiple seconds.

"His character and integrity are beyond reproach. His work ethic should be set as an example for this industry," Zatteau said. "He lives and breathes this union, [it is] his heart and soul."

Ferguson was challenged for the office by attorney **Terry Smith**, a member of Local 794 (Wellington, Kan.). Ferguson won reelection with 952 to 45 votes.

No changes among other top union officers

National Safety & Legislative Director **Gregory Hynes** (Local 1081, Phoenix, Ariz.) and Alternate National Safety & Legislative Director **Jared Cassidy** of Local 1377 (Russell, Ky.) were also returned to their positions in uncontested elections.



Vice President Brent Leonard, right, congratulates newly elected Bus Department Alternate Vice President Anthony Petty during the Third SMART-TD Convention in Las Vegas.

"Our issues are not political — they're either right or they're wrong," Cassidy said, addressing the nation's divided political climate that hinders progress on workers' issues. "In this room, there are no political adversaries. Our issues are our issues and worth fighting for. Do not let someone else drive a wedge between you!"

Bus Alternate Vice Presidents

Anthony Petty of Local 1594 (Upper Darby, Pa.) was elected to Bus Department Alternate VP — East by acclamation.

"I'm going to hit the ground running," Petty said. "For the bus membership, we are going to be stronger. I'm proud to be part of this team."

All six Transportation Division rail vicepresidents ran uncontested and were re-elected by acclamation.

They are:

- **Brent Leonard** (Local 202, Denver, Colo.)
- **Chad Adams** (Local 331,

Temple, Texas)

- **Jamie Modesitt** (Local 298, Garrett, Ind.)

- **Joe Lopez** (Local 794, Wellington, Kan.)

- **Gary Crest** (Local 807, Tucson, Ariz.)

- **Dave Wier Jr.** (Local 469, Madison, Ill.)

Leonard was also returned to the successor president position by acclamation.

"We've defied expectations and proven our resilience," he said.

Incumbent bus VPs defeat challengers

SMART-TD Bus Department Vice President **Alvy Hughes** (Local 1596, Charlotte, N.C.) was challenged by **Manuel Martinez** of Local 1608 (Chatsworth, Calif.). Hughes won the election, 896-104.

SMART-TD Bus Department Vice President **James Sandoval** (Local 23, Santa Cruz, Calif.) was challenged by Alternate Vice President **Richard Finley** of Local 1558 (Bergenfield, N.J.). Sandoval retained his seat,

939-58.

Incumbent Alt. Vice President — West **Markeisha Haynes** of Local 1785 (Santa Monica, Calif.) faced a challenge from longtime LACMTA bus operator **Pedro "Pete" Lara** of Local 1563 (El Monte, Calif.). She won the vote, 861-126.

Rail Alternate Vice Presidents

Alt. Vice President **Anthony Simon** (Local 645, Babylon, N.Y.) announced his retirement from his alternate VP position, creating a vacancy. He is continuing as general chairperson for GO 505 (Long Island Rail Road).

GCA-721 General Chairperson **Thomas Behsman** of Local 64 (Waseca, Minn.), who works for CPKC, and GCA-270 General Chairperson **Edward W. "Chip" Waugh** of Local 1258 (Elgin, Ill.), who works on Metra, both sought to join the incumbent Transportation Division's leadership, which included:

- **Scott Chelette** (Local

1337, New Orleans, La.)

- **Larry Miller Jr.** (Local 1841, Klamath, Ore.)

- **Chris Bartz** (Local 1976, St. Paul, Minn.)

- **Tommy Gholson** (Local 573, Danville, Ky.)

- **Luke Edington** (Local 286, North Platte, Neb.)

The final vote tally saw Waugh winning.

Two new faces on SMART-TD Board of Appeals

Three incumbents on the SMART-TD Board of Appeals were returned to the board by acclamation. They are:

- **Tony McAdams** (Local 1092, Teague, Texas) Road Service

- **Kevin Smith** (Local 1813, Colton, Calif.) Yard Service

- **Tim Flynn Jr.** (Local 832, Superior, Wis.) Engine Service

Brenda Moore (Local 1715, Charlotte, N.C.) retired from her role as the Bus Department's representative on the Board of Appeals, and **Rick Pauli** did not run for reelection as the commuter representative, leaving room for two new faces on the board.

Christine Ivey (Local 1785, Santa Monica, Calif.) ran unopposed as Moore's replacement, and an election was held for two candidates for the Commuter Board of Appeals vacancy.

LCA-769A Chairperson **Cole Czub** of Local 898 (Boston, Mass.), a member of the BTAPS Committee, faced LCA-769 Chairperson **Mike Buckley** of Local 838 (Philadelphia, Pa.), and won his election.

Czub, Ivey and other new officers assumed their new roles Oct. 1.

Amtrak agreement is ratified

Amtrak employees have ratified a new seven-year agreement. Approved by a 3-1 margin, as negotiated by General Chairpersons **Francis Ariola** (GO 663) and **Rick Pauli** (GO 769) the agreement brings increases in pay, training and healthcare to over 2,100 members.

“Our members are a major part of the experience passengers have aboard Amtrak, and they have approved this contract as appropriate for their work,” SMART-TD President **Jeremy Ferguson** said. “Congratulations to our membership and GCs Ariola and Pauli in getting a fair contract for our members!”

The tentative agreement will be in effect from July 1, 2022, through December 1, 2028. It includes a full retroactive pay increase dating back to July 1, 2022.

Highlights

- A general wage increase;
- Full retroactive pay dating back to July 1, 2022. This increase will apply to the short crew payments as well as the general wages.

- 10 weeks (about 2.5 months) of paid parental leave;
- The addition of Martin Luther King Jr. Day as a paid holiday;
- An increase in training pay;
- The addition of pay protection for emergency annulments;
- The addition of compensation for deadheads to classes;
- All current employees will keep AmPlan I as their healthcare plan;
- It drops the 90% of the 75% and 80% when working in the yard;
- Improvements to bereavement pay to include three working days rather than three consecutive days off;
- Increases overtime pay for employees who are on three- and four-day yard assignments on their relief days;
- Increases new hire training per diem to \$40;
- Increases away-from-home terminal expenses;
- Increases conductor certification pay.

Amtrak conductors help avert potential danger on train

Conductor **Nathan Hatton** arrived at work on August 9th ready for an ordinary shift. The twice-daily Amtrak run between Pontiac and Battle Creek, Michigan, is usually busy, but calm. Hatton and **Dallas Jeffs**, his assistant conductor, greeted passengers as they boarded.

One passenger, ticketed for the three-hour trip to Battle Creek, caught Hatton’s attention.

“This passenger was traveling a long distance, and yet he only had one small suitcase. When I greeted him, he was nonresponsive and avoided eye contact,” Hatton explained. The passenger was also wearing camouflage and knee pads.

Lesson 1: Know the pattern and watch for anomalies

As the local chairperson for LCA-769A, Hatton attended SMART-TD’s 2024 National Training Seminar in July. His training included a session on de-escalation techniques for transit workers. Such training is part of the union’s ongoing effort to confront the rising epidemic of violent assaults involving bus and passenger rail workers across the United States.

“In the training we were taught to watch for things that stuck out to us as not normal. He was checking a lot of the boxes on the list. Things our instructor, John Bostain, told us to be aware of and not to blow off,” Hatton said.

Bostain, an instructor for



Amtrak conductors **Nathan Hatton** (Local 168, Chicago, Ill.) and **Dallas Jeffs** (Local 168) worked together to alert Amtrak police of a man who had brought weapons aboard their train in August.

Command Presence Training, modeled his course on techniques used by the U.S. Marine Corps to anticipate and, if possible, defuse tragic events.

“When anomalies start to pile up, it’s an indication something is potentially wrong,” Bostain taught. “That’s when the transit worker must decide what to do to protect the safety of themselves and their passengers.”

Hatton quietly shared his observations with Jeffs, and they agreed to keep an eye on their unusual passenger.

Lesson 2: Watch for signs of a person in crisis

Early in the journey, the passenger stood from his seat near the front of the car, removed his case, and moved it to an easily accessible luggage rack behind all the other passengers. He returned to his seat for a time, then moved to the cafe car. Hatton observed as the man ordered three shots of gin.

“The single most important

technique for dealing with people in crisis is not escalating,” Bostain wrote. It is easy to accidentally make a situation more intense through confrontation, when a tense situation calls for a delicate touch.

While the passenger was occupied in the bar, the conductors decided it was time to see what was in that case. Hatton kept watch while Jeffs opened the case and discovered multiple loaded firearms. Amtrak police were contacted and discreetly boarded the train in Jackson, an hour out from Battle Creek. Jeffs moved the case to a vestibule, out of sight of other passengers, where the officer could discreetly inspect it.

Lesson 3: Stay calm, create space and get backup

With 15 minutes left in the journey, the Amtrak police proceeded cautiously. By this time the passenger seemed intoxicated, and he may have been armed. While they kept watch, Hatton also contacted the Battle Creek Police Department. The man was detained as he stepped off the train.

Remember your training

While there is no way for Hatton and Jeffs to know the plan or intentions of the man, his behavior was erratic and, if improperly handled, had the potential of being catastrophic.

By staying calm and working strategically, brothers Jeffs and Hatton may have saved their own lives, as well as several others.

Martin Oberman on 2024 election

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taining and growing a robust workforce has had a significant impact on holding the line against more massive rail layoffs.

After President Biden appointed me as chair and the board had a Democratic majority, the board began to take action.

In the spring of 2022, we held unprecedented hearings on the service problems of the industry that were the result of the mindless job cuts and senseless resource reductions by the Class Is. Top executives of the Class Is were called in and questioned by the board.

For the first time, rail labor leaders were invited to address the board in a formal hearing. After the hearings, and despite their objections, we ordered the Class Is to provide monthly performance updates, with an emphasis on public reporting on employment — hiring, training, and retention.

Later in 2022, with UP effectively denying service to many customers, largely as a result of low numbers of employees, we held special public hearings on UP’s actions.

As a result, the Class Is began to increase employment for the first time since the start of PSR, especially in the operating crafts.

The board was able to take other actions to protect workers. In approving the CSX-Pan Am transaction, we obtained a commitment by CSX to go beyond the standard protections and to ensure that any employee who lost a job would be offered one in a different craft or location. In the CP-KCS transaction, for the first time, the board imposed a condition that if the carriers proposed to combine territories where two agreements applied and sought to have only one agreement, the affected union, not the carrier, would get to pick the agreement (contrary to prior mergers where the carrier got to choose).

With a Democratic majority, I was able to make sure that the board added rail labor leaders to the board’s most important industry advisory committees — where labor’s voices had been lacking for too long.

The board also coordinated with the FRA on issues related to service, safety, and employment. Indeed, the Biden FRA under Amit Bose has been the virtual opposite of the FRA under the prior administration. Among other things, it issued a two-person crew rule, fulfilled a 17-year-old legislative directive for certification of signalmen and dispatchers, revived the Rail Safety Advisory Committee (that includes rail labor), and put the brakes on the near-automatic issuance of waivers of safety regulations under the prior administrator.

As you can see, who appoints leaders to these important railroad regulatory positions makes a huge difference to you and the quality of your work life. Had there not been a change in the White House, the STB and the FRA would have permitted the railroads’ corporate greed-driven operational models to remain unbridled. Thankfully, I was empowered and entrusted by President Biden to do the right thing and hold the Class Is accountable.

In order to make sure that the STB and FRA will continue to respect rail workers and that rail unions will have a place at the table and will be listened to, we will need an administration that will appoint officials who care about rail workers and continue the aggressive oversight of the railroads by the current Democratic-led STB and FRA. Support for the Democratic ticket — both for president and for the Senate and House of Representatives — is essential because my experience taught me that the protection of rail workers is quite realistically at stake.

I strongly urge you to vote for Kamala Harris and Tim Walz to ensure that the STB and FRA will continue to provide the energetic oversight of the railroads, which is essential for all of us to thrive and prosper, and to do so safely.

Best,

Marty Oberman

Former chairman,, Surface Transportation Board

SMART GENERAL PRESIDENT'S COLUMN

Vote to protect our jobs, families and nation

Since becoming your general president, it has been truly gratifying to fight alongside TD President **Jeremy Ferguson** and all of you for the rights and protections you deserve — whether negotiating crew-consist protections and sick time on the railroad, or fighting to keep transit operators safe from assault on buses and passenger rail lines.

In the transportation industry, government leaders play an outsized role in winning these fights. Anti-labor politicians in the pocket of corporate America will stop at nothing to beat back crucial initiatives that protect our members and preserve their jobs, as seen with the foot-dragging around the Railway Safety Act.

It's for that reason that your elected SMART General



By **Michael Coleman**

Convention delegates voted to endorse Vice President Kamala Harris for president and Minnesota Gov. Tim Walz for vice president in the 2024 U.S. presidential election. The Harris-Walz ticket has a record of acting on behalf of our members.

The Biden-Harris administration made a promise to our railroaders to protect TD jobs and safety. They delivered with a Federal Railroad Administration regulation mandating two-person crews on freight trains. We have been fighting for years — the Biden-Harris FRA made it

happen after the Trump administration withdrew a proposed rule in 2019.

That's only the most high-profile action taken by FRA. This pro-worker administration awarded SMART-TD more than \$600,000 to develop and implement its own training program; ruled that trains running from the U.S.-Mexico border to Port Laredo, Texas, must be operated by qualified and certified SMART-TD engineers and conductors; and awarded billions of dollars in funding to two high-speed rail projects in California and Las Vegas, finally making high-speed rail (and accompanying SMART-TD jobs) a reality.

We've also worked with the Biden-Harris Federal Transit Administration to protect our transit workers. This administration's proactive stance on

worker safety, including FTA's establishment of Public Transit Safety Plans, demonstrates a clear understanding of the challenges faced by frontline transportation employees — and, more importantly, a dedication to creating safer working environments.

Meanwhile, as Minnesota governor, Walz worked with SMART-TD passing a state two-person crew law, funding Amtrak and becoming the first and only governor in the nation to legislate yardmasters' hours of service.

Harris' and Walz's actions speak louder than words. They continue to stand with SMART-TD members and our families.

Our other choice is simply disastrous. The Trump Project 2025 agenda is chilling for TD members: It would

reverse our hard-won two-person crew rule, overturn federal rules requiring training and safety programs on the railroad, gut state and local funding for public transportation, and do so much more to take away SMART-TD jobs, put members in danger and greatly damage our nation.

I know we don't agree on everything in the political arena. But one thing I'm 100% certain of is this: All of us want what's right for our families, our jobs and our country. So please join me in voting to secure our future this November.

In solidarity,

Michael Coleman
General President, SMART

Bus Department News

A message from your Bus Department leadership

Dear Brothers and Sisters,

We have completed our third SMART Convention in Las Vegas, a testament to the unity and collective effort of delegates from every spectrum of our organization representing their local membership body.

I want to extend my heartfelt thanks for your support and recognition, especially for the confidence in Vice President **James Sandoval** and myself to continue to serve.

Regardless of the candidate that your local delegate may have supported, please know that we are here to support every member of the Bus Department, and we are committed to earning your respect through our actions.

We are thrilled to welcome our new Alternate Vice President — East, **Anthony Petty**. Anthony's wealth of experience as a general chairperson from SEPTA, one of our most-prominent transit properties, makes us confident that he will be a tremendous asset to our leadership team.

Additionally, we are excited about the continuous leadership of Alter-



By **Alvy Hughes**

nate Vice President — West **Markeisha Haynes**, elevated in 2023 and now elected to proceed in her mission of achieving a brighter future for our Bus Department membership.

Our leadership team is indeed powerful, and we are eager to accomplish greater things in the coming years.

One significant development at our SMART Convention was a constitutional change proposed by Local 1564 in Los Angeles. This change, spearheaded by delegate **Andy Carter**, allows members to be eligible to run for office after the completion of one year of membership service, provided they voluntarily opted out of membership upon or during employment.

This marks a significant step forward for our organization and reflects our commitment to inclusivity and progress.

While we have accomplished much over the years, we know more work is still ahead.

Constitutional changes made at the Third SMART General Convention are just the beginning of our journey toward strengthening our organization and continuing to ensure all members are heard.

The SMART Bus and Transit Committee has laid out a path and goals for us to go forward, and we will accept the challenge and guidance provided to map out a better future.

Thanks again for your continued support of this leadership team. We are excited to embark on this next chapter together and look forward to the work we will accomplish.

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

Protective directive finalized by FTA

The Federal Transit Administration (FTA) announced its first-ever general directive aimed at addressing the alarming rise in assaults against transit operators. Formally known as General Directive 24-1, more than 700 transit agencies must implement measures to enhance worker safety.

Acting FTA Administrator Veronica Vanterpool highlighted the importance of this initiative, stating, "No American should go to work and worry they will not return home safely. That is particularly true for the transit workers who were valuable frontline workers in our nation's time of need."

Alternate National Safety & Legislative Director **Jared Cassity** expressed enthusiasm for the new directive. "FTA has just issued a first-ever general directive, and, rightfully, is focused on the number one issue of operator assault. We have actively lobbied for the FTA to gain more enforcement authority — something they have historically lacked. We recognize Administrator Vanterpool for taking the bull by the horns and doing a fantastic job in this vital area."



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UTU News



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TRANSPORTATION DIVISION PRESIDENT'S COLUMN

Why rail negotiations look different this time

I would like to take a moment to address the tentative agreements on certain properties that have been presented for ratification or will be shortly, which, for most, will be in lieu of the traditional "national agreement."



By **Jeremy Ferguson**

This is a bit unusual to those of us who have been around for a decade or more. It's more unconventional to us as international officers who are usually engaged in national negotiations every three to five years. These are uncharted waters because we have never seen a tentative agreement come to fruition before our Section 6 notices were even served, or the existing agreement's moratorium has opened to negotiations under the Railway Labor Act (RLA).

In the last round of national talks, we were met with some of the most-contentious circumstances imaginable due to all the carriers being hell bent on achieving crew consist changes to remove conductors from the cab. Through-out bargaining, not a single

rail labor union was able to gain any meaningful traction as the carriers made it very clear they were not negotiating with anyone until SMART-TD conceded to eliminating a significant portion of the conductor craft.

We never agreed and instead made our case to Presidential Emergency Board 250, which reaffirmed that all crew consist issues were to be handled at the "local level" (i.e., the General Committee of Adjustment level). PEB 250 also gave us the largest pay increase in modern history, some very complex work rule changes to include rest days, and the reinstatement of the 15% monthly health & welfare contribution requirement.

With the above in mind, and given some of the inquiries we have received at both the national and general committee levels,

this informational notice is for members who may still be curious about certain aspects of these tentative agreements.

Wages in TAs

The proposed general wage increases work out to be within \$2 per day compared to what we received under PEB 250. Even though 17.5% is objectively less than 22%, we are compounding upon a higher dollar value today than we were under PEB 250.

Givebacks?

We are giving up NOTHING! There are no work rule changes or healthcare cost increases included in these proposals.

Crew consist

Since there are no work rule changes affecting crew consist, these agreements (if ratified) will secure another five-year period where no changes can even be proposed under Section 6 of the RLA. **Ratifying these agreements now will protect and guarantee the future of our conductors, while providing another**

five years for us to focus on passing a rail safety bill through Congress.

These tentative agreements are simple and straightforward, and provide substantial wage increases without concessions in other areas, and without making us fight for 2-3 years just to get what we deserve. Like every agreement in every unionized setting, this may not address or resolve every single issue that is important to every single member, but I am proud to say that these agreements provide significant improvements on many key issues. Of course, we could have demanded everything and refused to meet on middle ground, which would have inevitably led to the same old drawn-out battle and years of delays, likely followed by a binding decision made by outsiders who do not completely understand our industry. We saw that play out in PEB 250, and our members



have made it abundantly clear that they do not want a repeat of that situation. We firmly believe that this course of action delivers another round of damn good wage increases and healthcare

improvements, without sacrificing other important areas such as our work rules, crew consist and benefits.

If you still have questions, I highly encourage you to contact your general chairperson or my office prior to voting on the TAs. The attached QR code also provides more details.

We are more than willing and able to dispel any rumor or misinformation that is circulating on social media, in the crew room or on anti-union so-called "news" outlets.

In solidarity,

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. 31784** (Van-Dagens, 2024), Union Pacific terminated the employment of a yard worker for allegedly being careless of the safety of himself and others when he purportedly failed to ensure a track of cars was coupled together prior to initiating a shove movement, resulting in an uncontrolled movement of cars and a run through switch, and allegedly being

dishonest. In reviewing the record of the instant case, the board determined that the carrier failed to meet its burden of proof to substantiate the discipline in this case. In particular, the board found that a policy used by the carrier to support its decision to find the claimant guilty of the charges was not tendered into the record of the formal investigation. Further, the board maintained that the carrier cannot prove a violation of a rule or policy occurred when the directive is not introduced into the record of the formal investigation. In light of its finding that the carrier failed to satisfy its burden of proof, the board reinstated the claimant to service, removed the discipline from his record and directed the carrier to make him whole for all lost wages and benefits. Alternate Vice President and GO 953 General Chair-

person **Luke Edington** and GO 953 Senior Vice General Chairpersons **Kurt Christensen, Ian Reynolds, Mike Moore** and **Zach Nagy** progressed this case to the NRAB First Division.

...

■ **In NRAB First Division Award No. 31820** (Tener, 2024), Union Pacific dismissed a locomotive engineer for interfering with a locomotive-mounted safety device by blocking an inward facing camera with a visor. Although the board concluded that the carrier proved that the claimant engaged in the charged misconduct, it ultimately found that the quantum of discipline assessed to the claimant was excessive and not commensurate with the severity of the charged offense. Having reached that conclusion, the board reduced the claimant's termination to a suspension of thirty (30)

days. Accordingly, the board reinstated the claimant to service and awarded him back pay for his lost wages, minus the initial 30 days he was withheld from service. Alternate Vice President and GO 953 General Chairperson **Luke Edington** and GO 953 Senior Vice General Chairpersons **Kurt Christensen, Ian Reynolds, Mike Moore** and **Zach Nagy** progressed this case to the NRAB First Division.

...

■ **In Interpretation No. 1 to NRAB First Division Award No. 31035** (Jacobs, 2024), the board interpreted its award from the aforementioned case to determine whether it intended to provide the claimant compensation for his lost wages beyond the initial 20 days he was withheld from service. In the initial case, the board adjudicated a dispute that involved Dakota,

Minnesota, and Eastern Railroad's decision to terminate a conductor. Dakota, Minnesota, and Eastern Railroad is a subsidiary of Canadian Pacific Kansas City. **In NRAB First Division Award No. 31035** (Jacobs, 2022), the board concluded that the carrier's decision to terminate the claimant's employment was excessive and arbitrary. For that reason, the board reduced the claimant's termination to a suspension of 20 days. Although the board explicitly ruled that it was replacing the claimant's termination with a suspension of 20 days, CPKC labor relations took the misguided position that the claimant was not due any back pay because the board did not use the term "back pay" in the award. In order to contest the propriety of the carrier's position on this

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SMART-TD election endorsements



Recommendations by state

Alabama

House of Representatives

- Dist. 2 Shomari Figures (D)
- Dist. 7 Terri A. Sewell (D)^

Alaska

House of Representatives

- At Large Mary Peltola (D)^

Arizona



Ruben Gallego (D)
U.S. Senator,
Arizona

House of Representatives

- Dist. 1 Amish Shah (D)
- Dist. 3 Yassamin Ansari (D)
- Dist. 4 Greg Stanton (D)^
- Dist. 7 Raul Grijalva (D)^

Arkansas

House of Representatives

- Dist. 2 Marcus Jones (D)
- Dist. 3 Caitlin Draper (D)
- Dist. 4 Risie Howard (D)


California

Senate

Adam Schiff (D)

House of Representatives

- Dist. 2 Jared Huffman (D)^
- Dist. 3 Jessica Morse (D)
- Dist. 4 Mike Thompson (D)^
- Dist. 5 Mike Barkley (D)
- Dist. 6 Ami Bera (D)^
- Dist. 7 Doris Matsui (D)^



John Garamendi (D)^
U.S. Representative,
District 8,
California

- Dist. 9 Josh Harder (D)^
- Dist. 10 Mark DeSaulnier (D)^
- Dist. 11 Nancy Pelosi (D)^
- Dist. 12 Lateefah Simon (D)
- Dist. 13 Adam Gray (D)
- Dist. 14 Eric Swalwell (D)^
- Dist. 15 Kevin Mullin (D)^
- Dist. 16 Evan Low (D)
- Dist. 17 Ro Khanna (D)^
- Dist. 18 Zoe Lofgren (D)^
- Dist. 19 Jimmy Panetta (D)^
- Dist. 21 Jim Costa (D)^
- Dist. 22 Rudy Salas (D)
- Dist. 23 Derek Marshall (D)
- Dist. 24 Salud Carbajal (D)^
- Dist. 25 Raul Ruiz (D)^
- Dist. 26 Julia Brownley (D)^
- Dist. 27 George Whitesides (D)
- Dist. 28 Judy Chu (D)^
- Dist. 29 Luz Rivas (D)
- Dist. 30 Laura Friedman (D)
- Dist. 31 Gil Cisneros (D)
- Dist. 32 Brad Sherman (D)^
- Dist. 33 Pete Aguilar (D)^
- Dist. 34 Jimmy Gomez (D)^
- Dist. 35 Norma Torres (D)^
- Dist. 36 Ted Lieu (D)^



Sydney Kamlager-Dove (D)^
U.S. Representative,
District 37,
California

- Dist. 38 Linda Sanchez (D)^
- Dist. 39 Mark Takano (D)^
- Dist. 40 Joe Kerr (D)
- Dist. 41 Will Rollins (D)

- Dist. 42 Robert Garcia (D)
- Dist. 43 Maxine Waters (D)^
- Dist. 44 Nanette Barragan (D)^
- Dist. 45 Derek Tran (D)
- Dist. 46 Lou Correa (D)^
- Dist. 47 Dave Min (D)
- Dist. 48 Stephen Houlihan (D)
- Dist. 49 Mike Levin (D)^
- Dist. 50 Scott Peters (D)^
- Dist. 51 Sara Jacobs (D)^
- Dist. 52 Juan Vargas (D)^

Colorado

House of Representatives

- Dist. 1 Diana DeGette (D)^
- Dist. 2 Joe Neguse (D)^
- Dist. 3 Adam Frisch (D)
- Dist. 6 Jason Crow (D)^
- Dist. 7 Brittany Pettersen (D)^
- Dist. 8 Yadira Caraveo (D)^

Connecticut

Senate

Chris Murphy (D)^

House of Representatives

- Dist. 1 John Larson (D)^
- Dist. 2 Joe Courtney (D)^
- Dist. 3 Rosa DeLauro (D)^
- Dist. 4 Jim Himes (D)^
- Dist. 5 Jahana Hayes (D)^

Delaware

Senate

Lisa Blunt Rochester (D)

House of Representatives

At-Large Sarah McBride (D)

Florida

Senate

Debbie Mucarsel-Powell (D)

House of Representatives

Dist. 9 Darren Soto (D)^



Frederica Wilson (D)^
U.S. Representative,
District 24,
Florida

- Dist. 25 Debbie Wasserman Schultz (D)^
- Dist. 26 Adam Gray (D)
- Dist. 27 Maria E. Salazar (R)^

Georgia

House of Representatives

- Dist. 2 Sanford Bishop (D)^
- Dist. 4 Hank Johnson (D)^
- Dist. 5 Nikema Williams (D)^
- Dist. 6 Lucy McBath (D)^
- Dist. 13 David Scott (D)^

Hawaii

Senate

Mazie Hirono (D)^

House of Representatives

- Dist. 1 Ed Case (D)^
- Dist. 2 Jill Naomi Tokuda (D)

Idaho

House of Representatives

Dist. 1 Kaylee Peterson (D)

Illinois

House of Representatives

- Dist. 1 Jonathan Jackson (D)^
- Dist. 2 Robin Kelly (D)^
- Dist. 3 Delia C. Ramirez (D)^



Jesus "Chuy" Garcia (D)^
U.S. Representative,
District 4,
Illinois

- Dist. 5 Mike Quigley (D)^
- Dist. 6 Sean Casten (D)^
- Dist. 7 Danny Davis (D)^
- Dist. 8 Raja Krishnamoorthi (D)^
- Dist. 9 Jan Schakowsky (D)^
- Dist. 10 Brad Schneider (D)^
- Dist. 11 Bill Foster (D)^
- Dist. 13 Nikki Budzinski (D)^
- Dist. 14 Lauren Underwood (D)^
- Dist. 17 Eric Sorenson (D)^

Indiana

Governor

Mike Braun (R)

Senate

Valerie McCray (D)

House of Representatives

- Dist. 1 Frank Mrvan (D)^
- Dist. 4 Derrick Holder (D)
- Dist. 5 Deborah Pickett (D)
- Dist. 7 Andre Carson (D)^
- Dist. 8 Erik Hurt (D)
- Dist. 9 Timothy Peck (D)

Iowa

House of Representatives

- Dist. 1 Christina Bohannon (D)
- Dist. 2 Sarah Corkery (D)
- Dist. 3 Lanon Baccam (D)
- Dist. 4 Ryan Melton (D)

Kansas

House of Representatives

- Dist. 1 Tracey Mann (R)^
- Dist. 2 Nancy Boyda (D)



Sharice Davids (D)^
U.S. Representative,
District 3,
Kansas

Dist. 4 Esau Freeman (D)

Kentucky

House of Representatives

Dist. 3 Morgan McGarvey (D)^

Louisiana

House of Representatives

- Dist. 2 Troy Carter (D)^
- Dist. 6 Cleo Fields (D)

Maine


Senate

Angus King (I)^

House of Representatives

- Dist. 1 Chellie Pingree (D)^
- Dist. 2 Jared Golden (D)^


Maryland



Angela Alsobrooks (D)
U.S. Senate candidate,
Maryland

- Dist. 2 Johnny Olszewski (D)
- Dist. 3 Sarah Elfreth (D)
- Dist. 4 Glenn Ivey (D)^
- Dist. 5 Steny H. Hoyer (D)^

U.S. President/Vice President



Kamala Harris (D)
Vice President

- Dist. 6 April McClain Delaney (D)
- Dist. 7 Kweisi Mfume (D)^
- Dist. 8 Jamie Raskin (D)^

Massachusetts

Senate

Elizabeth Warren (D)^

House of Representatives

- Dist. 1 Richard Neal (D)^
- Dist. 2 Jim McGovern (D)^
- Dist. 3 Lori Trahan (D)^
- Dist. 4 Jake Auchincloss (D)^
- Dist. 5 Katherine Clark (D)^
- Dist. 6 Seth Moulton (D)^
- Dist. 7 Ayanna Pressley (D)^
- Dist. 8 Stephen Lynch (D)^
- Dist. 9 Bill Keating (D)^

Michigan

Senate

Elissa Slotkin (D)^

House of Representatives

- Dist. 1 Callie Barr (D)
- Dist. 3 Hillary Scholten (D)^
- Dist. 6 Debbie Dingell (D)^
- Dist. 7 Curtis Hertel (D)
- Dist. 8 Kristen McDonald Rivet (D)
- Dist. 10 Carl Marlinga (D)
- Dist. 11 Haley Stevens (D)^
- Dist. 12 Rashida Tlaib (D)

Minnesota

Senate

Amy Klobuchar (D)^

House of Representatives

- Dist. 1 Rachel Bohman (D)
- Dist. 2 Angie Craig (D)^
- Dist. 3 Kelly Morrison (D)
- Dist. 4 Betty McCollum (D)^
- Dist. 5 Ilhan Omar (D)^
- Dist. 8 Jen Schultz (D)

Mississippi

House of Representatives

Dist. 2 Bennie Thompson (D)^

Missouri



Josh Hawley (R)^
U.S. Senator,
Missouri

House of Representatives

- Dist. 1 Welsley Bell (D)
- Dist. 2 Roy Hartmann (D)
- Dist. 3 Bethany Mann (D)
- Dist. 4 Jeanette Cass (D)
- Dist. 5 Emanuel Cleaver II (D)^
- Dist. 7 Missi Hesketh (D)
- Dist. 8 Jason Smith (R)^


Montana

Senate

John Tester (D)^

House of Representatives

- Dist. 1 Monica Tranel (D)
- Dist. 2 John Driscoll (D)



Tim Walz (D)
Governor
of Minnesota

Nebraska

Senate

Deb Fischer (R)^

House of Representatives

Dist. 1 Mike Flood (R)*



Don Bacon (R)^
U.S. Representative,
District 2,
Nebraska

Nevada



Jacky Rosen (D)^
U.S. Senator,
Nevada

House of Representatives



Dina Titus (D)^
U.S. Representative,
District 1,
Nevada

- Dist. 3 Susie Lee (D)^
- Dist. 4 Steven Horsford (D)^

New Hampshire

Governor

Joyce Craig (D)

House of Representatives

- Dist. 1 Chris Pappas (D)^
- Dist. 2 Maggie Goodlander (D)

New Jersey

Senate

Andy Kim (D)^

House of Representatives

- Dist. 1 Donald Norcross (D)^
- Dist. 3 Herb Conaway (D)
- Dist. 4 Chris Smith (R)^
- Dist. 5 Joshua Gottheimer (D)^
- Dist. 6 Frank Pallone (D)^
- Dist. 8 Rob Menendez (D)^
- Dist. 9 Nellie Pou (D)
- Dist. 10 LaMonica McIver (D)^
- Dist. 11 "Mikie" Sherrill (D)^
- Dist. 12 Bonnie Watson Coleman (D)^

New Mexico

Senate

Martin Heinrich (D)

House of Representatives

- Dist. 1 Melanie Stansbury (D)^
- Dist. 2 Gabriel "Gabe" Vasquez (D)^
- Dist. 3 Teresa Leger Fernandez (D)^

New York

Senate

Kristen Gillibrand (D)^

House of Representatives



Nick LaLota (R)^
U.S. Representative,
District 1,
New York

- Dist. 2 Andrew R. Garbarino (R)^
- Dist. 3 Tom Suozzi (D)^
- Dist. 4 Anthony D'Esposito (R)^
- Dist. 5 Gregory Meeks (D)^
- Dist. 6 Grace Meng (D)^
- Dist. 7 Nydia Velasquez (D)^
- Dist. 8 Hakeem Jefferies (D)^
- Dist. 9 Yvette Clark (D)^
- Dist. 10 Dan Goldman (D)^
- Dist. 11 Andrea Morse (D)
- Dist. 12 Jerrold Nadler (D)^
- Dist. 13 Adriano Espaillat (D)^
- Dist. 14 Alexandria Ocasio-Cortez (D)^
- Dist. 15 Ritchie Torres (D)^
- Dist. 16 George Latimer (D)
- Dist. 17 Mike Lawler (R)^
- Dist. 18 Pat Ryan (D)^
- Dist. 19 Marc Molinaro (R)^
- Dist. 20 Paul Tonko (D)^
- Dist. 21 Paula Collins (D)
- Dist. 22 John Mannion (D)
- Dist. 23 Thomas Carle (D)
- Dist. 24 David Wagenhauser (D)
- Dist. 25 Joseph Morelle (D)^
- Dist. 26 Tim Kennedy (D)^

North Carolina

House of Representatives

- Dist. 1 Don Davis (D)^
- Dist. 2 Deborah Ross (D)^
- Dist. 4 Valerie Foushee (D)^
- Dist. 12 Alma Adams (D)

North Dakota

Governor

Merrill Piepkorn (D)

House of Representatives

At Large Trygve Hammer (D)

Ohio



Sherrod Brown (D)^
U.S. Senator,
Ohio

House of Representatives

- Dist. 1 Greg Landsman (D)^
- Dist. 3 Joyce Beatty (D)^
- Dist. 6 Michael Rulli (R)^
- Dist. 9 Marcy Kaptur (D)^
- Dist. 10 Michael Turner (R)^
- Dist. 11 Shontel Brown (D)^
- Dist. 13 Emilia Sykes (D)^
- Dist. 14 David Joyce (R)^
- Dist. 15 Adam Miller (D)

Oklahoma

House of Representatives

- Dist. 1 Dennis Baker (D)
- Dist. 3 Frank Lucas (R)^
- Dist. 4 Tom Cole (R)^
- Dist. 5 Madison Horn (D)

Oregon

House of Representatives

- Dist. 1 Suzanne Bonamici (D)^
- Dist. 3 Maxine Dexter (D)
- Dist. 4 Val Hoyle (D)^



Lori Chavez-DeRemar (R)^
U.S. Representative,
District 5,
Oregon

Dist. 6 Andrea Salinas (D)^

Pennsylvania

Senate

Bob Casey (D)^

House of Representatives

- Dist. 1 Brian Fitzpatrick (R)^
- Dist. 2 Brendan Boyle (D)^
- Dist. 3 Dwight Evans (D)^
- Dist. 4 Madeline Dean (D)^
- Dist. 5 Mary Gay Scanlon (D)^
- Dist. 6 Christina Houlihan (D)^
- Dist. 7 Susan Wild (D)^
- Dist. 8 Matt Cartwright (D)^
- Dist. 10 Janelle Stelson (D)
- Dist. 13 John Joyce (R)^
- Dist. 17 Chris Deluzio (D)

Rhode Island

Senate

Sheldon Whitehouse (D)^

House of Representatives

- Dist. 1 Gabe Amo (D)^
- Dist. 2 Seth Magaziner (D)^

State Watch

News from SMART-TD's Safety and Legislative Boards

Kansas state fair booth raises awareness on train length

SMART-TD's Kansas Legislative Board engaged thousands of voters at the Kansas State Fair in September. Through their well-executed public outreach, the SMART-TD railroad union educated fairgoers about the dangers of long trains and blocked crossings.

It was a message the public was ready to hear, as ordinary Kansans composed and mailed an expected 3,000 postcards demanding legislative action from their state representatives.

SMART-TD's Kansas Safety & Legislative Director **Ty Dragoo** spearheaded the outreach project.

"Any time you get to meet people you wouldn't normally come in contact with

and hear the stories of their personal interaction with the railroads, it is an eye-opener," Dragoo stated. "The men and women working on the railroad are with them on their issues. We don't want 15,000-foot-plus trains that block entire towns for hours at a time, and neither do they. To be able to have that conversation and follow it up by saying, 'This is what our union is doing to fix it,' and asking for their support is a powerful thing. The response we got from the people of Kansas was resounding support. As members and leaders of SMART Transportation, we need to do more of this kind of outreach."

It seemed that almost everyone had a story about

a train that blocked roadways for hours, disrupted their daily lives and some situations proved fatal.

Attendees were attracted to the booth by a video loop highlighting a recent Kansas derailment. They could then discuss their own stories with SMART-TD staff.

Fairgoers then sent their personal experiences to their state legislators on postcards.

Thousands of signed individual notes about rail safety and excessive train lengths were mailed courtesy of our union.

The railroads cannot be trusted to look after community safety, so it falls to the SMART-TD railroad union to advocate for both rail workers and the public.



At their dedicated booth, Ty Dragoo worked alongside volunteers from the state's legislative board and SMART-TD Vice President Brent Leonard to connect directly with the public.

Ordinary people will act to protect their communities if given the chance.

Let Dragoo's work at the Kansas State Fair serve as a model for initiatives in other states.

It underscores the impor-

tance of meeting the public, amplifying their concerns and organizing their support for vital legislative changes. State by state, SMART-TD can pave the way for safer railroads and stronger communities across the nation.

Long-serving SLD Kasecamp retires

Maryland State Legislative Director **Larry Kasecamp** turned it up to 11 at the SMART-TD Convention in Las Vegas.

August 2024's convention was the 11th that Kasecamp, the longest-serving state legislative director, attended.

He retired in September, having represented our members in Maryland for 34 years.

During his career, Kasecamp has held every elected position in Local 600 (Cumberland, Md.) since hiring on at B&O in 1977.

As the 2024 convention came to a close and his retirement approached, he felt confident that the union would be in good hands.

"In all the conventions I've



Maryland State Legislative Director Larry Kasecamp, second from left, takes a photo with TD President Jeremy Ferguson, left, National Safety & Legislative Director Greg Hynes and SMART General President Michael Coleman at the SMART General Convention in August.

attended. I've never seen the delegate body in such full support of the leadership," Kasecamp said. "It's unprecedented — I've never seen it in my entire time where everyone was elected by acclamation.

"I think the leadership team we have right now is probably the best we've had. At least as far as the support they have."

Kasecamp is succeeded as SLD by **David Pendleton** of Local 1470.

Alaska

William W. Gawin is the new state safety & legislative director, taking over leadership on July 16.

He's a member of Local

1626 in Anchorage and has been with the union since November 2021.

He succeeds **Thomas Green**, who retired.

Georgia



U.S. Rep. Buddy Carter, who is campaigning for reelection, got a chance to walk in a railroader's shoes thanks to the efforts of Kevin Cook of Local 1031. From left are Assistant SLD Jeremy Sessions, Cook, Rep. Carter and Georgia Safety & Legislative Director Patrick Folsom.

What your union is doing for you: A review of some recent victories by our union

Continued from Page 5

issue, the organization requested an interpretation to the award from the NRAB First Division to determine whether it was the board's intention to provide the claimant with back pay for the dates he was out of service beyond the initial 20 days. In the interpretation to the award, the board ruled that its intention in fashioning the remedy it set forth in the original award was to require the carrier to compensate the claimant for his lost wages during the period of his discharge

from service, minus the initial 20 days he was withheld from service. GO 270 General Chairperson **Thomas Behsman** progressed this Interpretation case to the NRAB First Division.

...

■ **In NRAB First Division Award No. 31774** (Simon, 2024), sustained a grievance centering on Iowa Interstate Railroad requiring a conductor to perform service not falling within the scope of conductor's duties. In this case, when the claimant reported for work to work as a conduc-

tor, the carrier notified him that it was unable to fill the locomotive engineer position on his assignment. Rather than send the claimant home with a basic day's pay for reporting for service, the carrier required the claimant to clean out a carrier automobile. In progressing this case, the organization relied upon Article 29 of the collective bargaining agreement. Article 29 of the SMART-TD Iowa Interstate Agreement enumerates a list of job functions that are incidental to the duties of conductors and locomotive engineers. Because clean-

ing company automobiles is not listed as an incidental job function of a conductor in Article 29 of the agreement, the organization argued that the work in question was not within the ambit of a conductor's duties. The carrier futilely argued that the list of job functions articulated in Article 29 of the agreement is not an all-inclusive list. Moreover, the carrier argued that even if a violation of the agreement occurred, a basic day's penalty of eight hours pay is unwarranted because the agreement does not specify

a penalty for a violation of Article 29 and the claimant was paid eight hours pay for the four hours and four minutes he was on-duty cleaning out the company vehicle. The board determined that the work the carrier required the claimant to perform was duties beyond the scope of his assignment. In formulating its remedy for this violation of the agreement, the board granted the claimant eight hours pay. GO IIR General Chairperson **Tim Kilbride** progressed this case to the NRAB First Division.

Around the SMART-TD

WP&Y engineer has been a leader for 50+ years

SMART-TD President **Jeremy Ferguson** and Vice President **Brent Leonard** paid a visit in August to members of one of the union's most unique and hearty locals — 1626 in Alaska. While the local is technically based in Anchorage, its geography stretches across the state, representing members there who work for the Alaska Railroad as well as those in Skagway, Alaska, a borough of about 1,200 people more than 850 miles away.

Skagway is home to the White Pass & Yukon Route Railroad (WP&YR), a popular tourist line tied closely to the Alaskan cruise industry that has been operating for more than 150 years. SMART-TD represents more than two dozen employees

on the property.

General Chairperson **Jason Guiler** had extended the invite to the officers and played host, introducing the TD leaders to engineer **John Westfall**.

"John holds the No. 2 spot on our seniority roster and recently was awarded his 50-year SMART-TD service pin," Guiler said. "He's been a staple member of the White Pass & Yukon Route Train & Engine program, having trained nearly every engineer (myself included) on this railroad."

Westfall, 70, joined the union in July 1974 and in addition to his many years of service, has held leadership roles in his LCA.

Westfall was involved in the successful negotiations that brought TD members a

nine-year agreement that brought pay raises and preserved the brakeman position on the line.

"John is a wealth of knowledge and has been in documentaries, filmed television episodes and provided historical narrative to myriad projects documenting White Pass history," Guiler said, listing "Mighty Trains" and appearances on Travel Channel series among Brother Westfall's credits.

And while some might see Alaska as rugged and perhaps inhospitable, Westfall has been a fixture in Alaska through and through during his career.

In the early 1980s when WP&YR was shuttered for a period, he moved over to Anchorage to work on the



From left, Local 1626 member John Westfall, TD President Jeremy Ferguson and Vice President Brent Leonard take a photo in a White Pass & Yukon locomotive in Skagway, Alaska.

Alaska Railroad. Upon the WP&YR's relaunch, Brother Westfall came back and retook his seniority.

"I can't even begin to count how many of our passengers visiting off of the cruise ships, ask about John Westfall — he seems to

know everyone!" Guiler said.

In addition to meeting Brother Westfall, President Ferguson and VP Leonard enjoyed a late summer BBQ with the local members, some of whom will be featured in an upcoming issue of the TD News.

L-1909, GARDENA, CALIF.



Attendees at the Local 1909 summer organizing event pose for a photo.

School bus company First Student in Gardena, Calif., turned away the delegation from SMART-TD Local 1909, despite previously agreeing to host our union at their employee orientation meeting.

The yard won several new routes from a local competitor, bringing in more than 90 new operators. Unlike other properties, these employees did not automatically become part of our union family. They must choose.

Seven SMART-TD officers, including SMART-TD Bus Department Vice President **James Sandoval**, were turned away at the door.

But SMART-TD doesn't step aside.

The employer decided that it didn't want to allow space indoors for SMART-TD to meet with new employees,

so we met with operators outside.

Chairperson and Local President **Maria Morales** and Secretary **Tanisha Anderson** set up on the lawn across the street, while VP Sandoval brought reinforcements in the form of fresh doughnuts.

SMART-TD welcomed the new operators, discussed the benefits of representation, the union's safety initiatives and how to protect their quality of life. Our crew gathered 19 signed A-cards on the spot.

Morales and Anderson were joined by Sandoval, Bus Department Alternate Vice President **Markeisha Haynes**, Bus and Transit Assault Prevention and Safety (BTAPS) Committee members **Sandra Pineda** and **Pedro "Pete" Lara**, and **David Liddle**, a UTUIA

rep and member of Local 1674 in Los Angeles.

As management's scheduled meeting broke up, SMART-TD relocated the conversation to a local restaurant. At the impromptu reception, another 30 employees met our representatives.

Most of them signed up for union communications via Telegram, a preferred way for bus and transit union members to communicate.

"We talked about upcoming contract negotiations and how solidarity is our greatest strength in getting a solid contract." VP Sandoval said. "We emphasized that the core of solid organizing is solid communication. Telegram is one of the best tools we have to keep everyone informed, engaged and ready for anything."

L-60, NEWARK, N.J.



Marshall Jackson, center, holding citation, was recognized during July's New Jersey Transit board meeting for his heroic efforts for saving the life of a passenger. On May 28, Jackson, a member for more than 12 years who works as an assistant conductor for NJT, was working at Newark Penn Station and provided medical aid to a man who had collapsed and fallen onto the tracks there. "Marshall Jackson exemplifies exceptional courage and quick thinking," said NJT President and CEO Kevin Corbett.

L-1571, EL PASO, TEXAS



Local members had a summer picnic in June in the city's Memorial Park to kick off summer. In the picture, from left, are: Local Vice President Fred Giles, S&T Albert Telles, Local Chairperson Abner Garcia, Legislative Representative David Ballantine, 1st GCA Vice Chairperson Chad Davis, Local Trustee Samuel Minjares, 1st Vice Local Chairperson Aaron Perez, Local President Alex Trejo, Local Delegate Pablo Del Rio, Alternate Local Delegate Oscar Ruiz and Local Trustee Isaias Minjares.

SMART TD Alumni

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

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.

Florida veteran takes honor flight



Terry Parker, a retiree out of Local 1035 (Lake-land, Fla.), was able to take an honor flight to Washington, D.C. over the spring to recognize his service to the country.

Parker, 81, served in the U.S. Army from 1965-1971 and, along with 86 veterans and 86 escorts, took a day trip to see the memorials and monuments dedicated to the men and women who served our country.

"I would like to thank Polk

Veterans Council and all of the sponsors that made the Flight to Honor to Washington D. C. possible," Parker said. "The attitude of the public about the military in the past 60 years has totally reversed for the better."



Parker

He and the other participants were honored with letters from students, standing ovations and red-carpet treatment along with a certificate from U.S. Rep. Scott Franklin (R-Florida).

"I never thought much about my serving in the Army, just fulfilling my duty to my country (drafted)," he said. "I was very much humbled by the support that we received from the public on this Flight to Honor."

Wood's last run



At right, **Ernie Wood** of Local 762 (Montgomery, Ala.), a member of our union since 2017, had his final run as an engineer for the Bayline Railroad in late July. There to mark the occasion was Wood's son, **Richard**, at left. **Richard Wood** also works as a Bayline RR engineer and is a Local 762 member in Panama City, Fla.

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
--	Brooks, Ted D.	South Mills, N.C.	630	Horn, Ray	Langely, Ky.	1346	Rauschenberger, Harry V.	Nashville, Tenn.
--	Murphy, Michael J.	Arthur, Ill.	645	Rockney, Howard S.	Monticello, Ky.	1370	Moore, Robert	S. Ozone Park, N.Y.
13	Collett, Terry W.	West Harrison, Ind.	662	Eldridge, Donta L.	Richmond, Va.	1379	Fitzpatrick, Michael S.	Clairton, Pa.
23	Stevenson, Daniel T.	Ben Lomond, Calif.	722	Salba, Jesse P.	Center Moriches, N.Y.	1379	Summerville, Fred R.	Butler, Pa.
64	Richtsmeier, Ralph L.	Babbitt, Minn.	750	Widner, Dustin W.	Knoxville, Tenn.	1390	Harney, James J.	Mt. Laurel, N.J.
113	Butler, William M.	Winslow, Ariz.	756	Lankford Jr., Raymond J.	Victoria, Texas	1393	Koronowski, Alan	Depew, N.Y.
118	Vaughn, Billy G.	Prince, W.Va.	781	Bell Jr., Crawford	Shreveport, La.	1402	Hamm, Michael P.	O'Fallon, Mo.
200	Slattery, John E.	North Platte, Neb.	783	Sherrill, Ira R.	Danville, Va.	1402	Swarner, William E.	Shawnee, Kan.
202	Swisher, Rodney L.	McCook, Neb.	821	Zavala Jr., Roberto H.	Del Rio, Texas	1462	Voss Jr., Herbert E.	South Easton, Mass.
281	Butler, Patrick T.	Milwaukee, Wis.	847	Pettus, Maurice	Bessemer, Ala.	1501	DiFulco Sr., John L.	Mandeville, La.
318	Knafla, Gerald W.	Shavertown, Pa.	854	Jones, Linwood T.	Portsmouth, Va.	1564	Fair, David E.	Carson, Calif.
324	Geckler, John S.	Sedro Woolley, Wash.	886	Beckman, William J.	Marquette, Mich.	1564	Turner, Ken	Los Angeles, Calif.
329	Higgins, Brad	W. Des Moines, Iowa	898	Nunez, Gregory	Peabody, Mass.	1565	Moore, Naomi C.	Los Angeles, Calif.
330	Lindsay, Kenneth R.	Cape Girardeau, Mo.	945	Moreno, Willie D.	Raton, Minn.	1570	Halverson, Larry D.	Loomis, Calif.
340	Clemmer, Ronald C.	Smithfield, Pa.	977	Kessler, Rodney R.	Kennewick, Wash.	1570	Schmaltz, Victor A.	Carmichael, Calif.
363	Gray, Lawrence M.	Roanoke, Va.	1000	Berg, Michael C.	Minneapolis, Minn.	1581	Grossweiler, Alan W.	Barkersfield, Calif.
363	Turner, William E.	Roanoke, Va.	1003	Ryan, Larry S.	Sunrise Beach, Mo.	1594	Harris, Devan M.	Yeadon, Pa.
386	Sweigert, Lawrence R.	Wernersville, Pa.	1006	Levkulich, David E.	Canonsburg, Pa.	1597	Chacon, Joseph G.	Burnham, Ill.
440	White, Melvin L.	Batavia, Ohio	1006	Page Jr., Bernard B.	Perryopolis, Pa.	1703	Thaxton, Jerry	Knoxville, Tenn.
464	Shinn, Rosin B.	Newkirk, Okla.	1011	McLaurin, Jesse R.	Maryville, Tenn.	1705	Coughlin, Joseph	Suffern, N.Y.
473	Beickel, Fredrick A.	La Grande, Ore.	1031	Powell, William V.	Statesboro, Ga.	1715	Hill, Roderick A.	Charlotte, N.C.
486	Nichols, Colin	Forsyth, Mont.	1136	Jackson, Hollis K.	Estes Park, Colo.	1846	Leamons, Tony	Rancho Cucamonga, Calif.
489	Niles, Dennis W.	San Antonio, Texas	1233	Olson, Larry H.	Canada	1929	Hill Jr., Grady	East St. Louis, Ill.
525	Fossum, Matthew W.	Grand Forks, N.D.	1261	Edwards, Leonard L.	Austell, Ga.	1949	Van Norman, Donald	Trenton, N.J.
600	Shillingburg, James T.	Ridgeley, W. Va.	1313	Martin, Jason B.	Argyle, Texas			
610	Bourne, Kelroy A.	Reisterstown, Md.	1313	Ray, Steven S.	Fritch, Texas			

Harris is clear choice to move unions ahead

By Steven Kauffman

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

In the 2022 spring edition of the SMART-TD News, I had written an op-ed asking, “How did this happen?”

It was an article that expressed appreciation for our brothers and sisters who elected people that have our union families’ best interest in mind.

Today, as the presidential election draws near, we again must choose what candidate will be best for our union brothers and sisters and their families.

I began writing a letter approximately two months ago knowing that two old men, President Joe

Biden, 81 years old, and ex-President Donald Trump, 78 years old, would be the nominees from whom we would select as president.

Both men have a difficult time communicating and both lack energy. They do not recall people’s names, important dates and their speeches are mumbling, rambling incoherent presentations which for the electorate is challenging, at best, to understand.

Now, there is just one old man, Trump, as Biden dropped from the race in favor of Vice President Kamala Harris, who is 60 years old, energetic, young, vibrant, an eloquent speaker, but, most of all, a strong supporter of unions and their families.

She believes so strongly in unions

that she selected Minnesota Gov. Tim Walz, a retired public school teacher and proud union member as her vice presidential candidate. She is a strong supporter of the Protecting the Right to Organize (PRO) Act, that supports the unionization of unorganized workers

Not only is she a supporter of unions, but just as importantly, she carries the values of what our brothers and sisters cherish.

Vice President Harris believes in a future where every person has the opportunity to not just get by, but to get ahead. She believes that no child has to grow up in poverty and that every worker has the freedom to join a union. She believes everyone should have access to affordable health care, affordable child

care and paid family medical leave. She believes in a future where every senior can retire in dignity.

So my brothers and sisters the choice is clear: Do we want an old man with old ideas or a vibrant candidate who believes on moving our country forward and will be supportive of our unions and union families?

As a proud union member (retired), I know who holds my values and I will be voting Kamala Harris for president, Tuesday, November 5, 2024.

In solidarity,
Steven Kauffman

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

IN MEMORIAM

Former Legislative Director Michael Anderson passes away

Michael Anderson, 78, a retired California state legislative director and longtime assistant state legislative director from Local 1570 (Roseville, Calif.), passed away Aug. 8, 2024.

Brother Anderson, a second-generation railroader, began his rail career as a switchman at Southern Pacific’s Roseville Yard in June 1964. He initially was a



Anderson

into the United Transportation Union in 1969.

Brother Anderson started

member of the Switchmen’s Union of North America (SUNA), which merged

as a legislative rep for his SUNA local, then for his UTU/SMART-TD Local 1570. He was assistant state legislative director for 27 years beginning in 1991 before serving as SLD for a few months in 2019/2020.

He also served on the TD’s Executive Board from 2008 until its dissolution in 2019 at the Second SMART Transportation Division Con-

vention.

“Mike was always helpful and always had a kind greeting for everybody,” wrote colleague **Bruce Holder**, who worked with Anderson on safety matters. “In those old SP days, the railroad had an injury report called the 2611. Mike came up with an unsafe condition report he labeled the 2610. His point was that if the rail-

road didn’t address the 2610 report, a 2611 injury report would soon follow.

“You were one of a kind Michael. And one of the best. We owe you for leading the way for many years.”

SMART Transportation Division extends its condolences to Brother Anderson’s family, friends and his brothers and sisters at Local 1570.

Local 528 member is killed in Chicago on-duty accident

It is with deep sorrow and heavy hearts that we announce the tragic passing of our brother and colleague, **Austin Raysby**.

Brother Raysby, 34, a valued member of SMART-TD Local 528 in Chicago, who worked as a conductor for Union Pacific, was tragically killed while on duty Sept. 4.



Raysby

Brother Raysby joined SMART-TD in 2012. Known throughout the crew room for his infectious positivity and fun-loving nature, he brought a lightness and camaraderie that was cherished by all who worked alongside him. His spirit and enthusiasm made him a true friend to his brothers and sisters at UP.

Members of Local 528 knew Raysby as a solid railroader and a genuinely good person who was always willing to lend a helping hand and share a laugh. His presence and energy will be deeply missed by all who had the honor of working with him.

Every crew base has one guy who everyone loves to see in the crew room. Brother Raysby was that guy. When you had a bad round trip, and all you wanted to do was mark off your ticket and go home, if you saw Austin, you couldn’t help but talk to him for a few minutes. And somehow, you left work feeling that everything was OK.

In addition to his work family in Local 528, Raysby is survived by his loving parents, three siblings, and numerous nieces and nephews, all of whom will remember him for his warmth and kindness. The entire SMART-TD community extends its condolences and prayers to his family, friends and his union family.

In honor of Brother Raysby, SMART-TD has established a GoFundMe fundraiser to assist his family. Donations to support them through this challenging period.



Scan me

Heart attack claims member of Local 496 while at work

Local 496 in Portsmouth, Ohio, has established an online fundraiser for the family of **Joshua Bates**, 46, who died unexpectedly Sept. 5 from a heart attack while on the job.

Brother Bates was a conductor for Norfolk Southern and joined the union in May 2023.



Bates

“Joshua was not only a dedicated railroad brother, but also a loving husband to Marie and a devoted father to their three beautiful children,” said Local 496 Secretary and Treasurer **Benjamin Etterling**. “His sudden passing is a tragedy that no family should endure, and it is during these dark times that we need to rally together.”

“The funds raised through this campaign will go directly to his family, assisting them with immediate expenses and ensuring they have the resources they need to navigate the challenging

“Every donation, no matter how small, will make a significant impact and provide much-needed comfort to Marie and the children.”

Benjamin Etterling,
Local 496 S&T

days ahead,” Etterling said.

“Every donation, no matter how small, will make a significant impact and provide much-needed comfort to Marie and the children.”

The SMART Transportation Division offers its sincere condolences to Brother Bates’ family, friends, his Local 496 brothers and sisters and all who knew him in this difficult time of loss.



Scan me

Featured photo showcase



Jason Berg, a conductor for Amtrak out of Local 117 in Shelby, Mont., got this shot of the Cut Bank trestle on the hi-line near Cut Bank. The 124-year-old bridge was completed in 1900, stands 160 feet high and spans 1,200 feet.

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. 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.

Operation RedBlock marks 40th year of service with CSX

Since 1984, CSX employees have been empowered by the Operation RedBlock program to protect themselves and their co-workers from reporting for duty while under the influence. With the lifestyle of on-call rail professionals, the program allows us to use common sense and judgment to protect ourselves, each other and the communities we work in. When our lives get out of control, ORB provides a safe, confidential way for our members to ask for help without the fear of company scrutiny and judgement.

Before CSX and eight rail labor unions entered into a 1984 agreement forming ORB, options were severely limited.

Previously, if you had a couple of drinks and knew you were still feeling the effects, you had to take the call and roll the dice or face the consequences.

As a result, a high percentage of workers routinely used drugs and alcohol before and during their tour

of service, putting themselves and their co-workers into an unsafe environment.

At CSX, ORB has spared well over 48,000 of our members from taking this potentially deadly gamble. It's hard to imagine a safety program more successful at protecting our personal well-being.

One of the unique qualities of ORB at CSX is that it is a rare example where a Class I railroad has shown itself to be willing to get out of the way and allow rail labor to take care of each other, member to member, without interference.

As of 2024, CSX is the only Class I taking that stance. They continue to support the program because they know it works and they understand that trust is what lets it work so well.

Other carriers that provide ORB put their programs in the hands of railroad officers. As a result, our members can't trust that they won't be punished when they reach



out for help.

With the union-run ORB program, workers are not in any way exposing a vulnerability to their employer or local managers to use against them.

This trust is crucial for empowering members to use RedBlock to mark off, and to reach out for help when its time to regain control of their lives..

Operation RedBlock system coordinator for CSX **Mike Jackson** (Local 1374, New Castle, Pa.) says this approach has given the program a higher level of trust.

"Operation RedBlock has been a game-changer for safety culture at CSX," Jackson said. "In 1983, prior to the program starting, a study was done known as the REAP Report. This exposed just how common the issue

If you are a CSX member and would like to discuss your options for help with substance abuse or you know someone who may be struggling with these issues, reach out to your local RedBlock captain by contacting your local officers or the EAP 24-hour help line at 1-800-657-3366.

of drinking on and before duty was on the railroad. Our members were getting hurt, killed and fired. That was why Operation RedBlock was founded."

Forty years later, the program is still running at CSX, and the results speak for themselves.

"Reporting that you or a co-worker is not fit for duty used to result in people losing their job and their pension. Now, through the efforts of CSX and Operation RedBlock, it results in our brothers and sisters receiving the help and understanding they need and, more importantly, deserve," said Jackson.

SMART-TD wants to con-

gratulate CSX on 40 years of results and for joining us in looking out for our brothers and sisters on the rails.

This union wants to thank not only Brother Mike Jackson, but every ORB captain in every CSX crew base for volunteering time and effort to ensure each of us has a safe place to address our needs.

If you are a CSX member and would like to discuss your options for help with substance abuse or you know someone who may be struggling with these issues, reach out to your local RedBlock captain by contacting your local officers or the EAP 24-hour help line at 1-800-657-3366.

Next round of Houston freight rail hazmat training scheduled

The Rail Workers Hazardous Materials Training Program has opened registration for its next hazmat/chemical emergency response training in Houston.

This training addresses OSHA- and DOT-required training in addition to procedures, different

levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness and the incident command system.

The trainings are scheduled for the following dates at the Houston Fire Academy's Val Jahnke Training

Facility, 8030 Braniff Street, Houston, TX 77061:

- Jan. 12-17, 2025
- Feb. 16-21, 2025
- March 16-21, 2025

The Rail Workers Hazardous Materials Training Program is funded to provide this training by a

federal grant from the National Institute of Environmental Health Sciences (NIEHS).

For more details on the training and to register, call 202-624-6963 from 9 a.m. to 5 p.m. Eastern, Monday through Friday.