SMART TD member Richard Andrade re-elected to Ariz. House; credits Sally Andrade’s activism and SMART TD

SMART TD member Richard C. Andrade, Local 1081, was recently re-elected to serve as Arizona State Representative, District 29. Andrade cites his service to SMART TD as local chairperson, legislative representative and local vice chairperson as the groundwork for his service as an elected official. Andrade said that his decision to seek elective office was inspired by his wife, Sally Andrade, the founder of Fabian’s Law, who turned a personal tragedy into an effort of public safety and justice.

In September 2009, the Andrade family dog, Fabian, a miniature poodle, was attacked and killed by an unleashed, aggressive dog. At that time, violating the Arizona “Leash Law” was merely a slap on the wrist that carried a maximum penalty of $250. Sally Andrade decided to begin organizing for stricter laws to protect animals and people from attacks by aggressive dogs. She and Richard led the effort to lobby state representatives to enact stricter penalties. Their work resulted in “Fabian’s Law,” which passed both the Arizona House and Senate. In 2011, Fabian’s Law was signed into law by then Governor Jan Brewer.

Fabian’s Law provides a clear definition of “aggressive dog” and mandates tough penalties for dog owners whose dog attacks a person or pet, causing serious injury.

Work at SMART TD extends to positive outcomes in community

“And we turned a tragic event into a positive,” said Richard’s work with the SMART TD taught him and his family how to effectively lobby – we were able to bring Fabian’s Law to Arizona, and Richard is now an Arizona State Representative. Our story about Fabian, and the people of our community who joined our effort with phone calls, letters and emails, are tools to sunder from SMART TD. Strength through education, persistence and solidarity are amazing tools, and Fabian’s law is the end result,” said Sally Andrade.

“Our lobbying efforts can be applied to any neighborhood or community seeking positive change. The education and training offered at SMART TD has been amazing and can be used to address other issues outside of the union,” she said. Look no further than Fabian’s Law for proof.

SMART TD prepared Rep. Andrade for public office

As the newly re-elected Arizona State Legislator representing District 29, Richard expressed his gratitude to the voters in Arizona, as well as to SMART TD, for the work and lessons he continues to learn as a member.

“The values I bring to the legislature are values I learned as a member of the SMART TD union. From the very beginning of my career, it was the union that educated and empowered me to get engaged on issues that affect working families. It was the union that encouraged me to become active and contact our state and federal legislators on issues that affect our jobs, such as retirement, benefits, safety issues and one-person crews,” he said.

Andrade added that his leadership roles at SMART TD Local 1081, prepared him for holding office as a State Representative.

“(In the state legislature) I represent SMART TD and all unions, which is why I say we are truly stronger together. I will continue to be the voice of working families and our veterans—and I will continue to fight for education funding, and better paying jobs with strong benefits such as healthcare and retirement,” said Rep. Andrade.

Rep. Andrade said that his main focus this House session will be his continued commitment to support SMART TD, strengthen health assistance, and to try to do all he can to eliminate veteran suicides and veteran homelessness.

In addition to veteran’s issues, Andrade said his continued focus on the well being of working families will never fade: “Now more than ever, we have to fight for better protections in the workplace, free from prejudice, harassment and intimidation—including representation for all employees, and local chairperson, legislative representative and local vice chairperson as the groundwork for his service as an elected official. And there’s one other factor – Sally Andrade.

For his service as an elected official. Andrade said that his main focus this House session will be his continued commitment to support SMART TD, strengthen health assistance, and to try to do all he can to eliminate veteran suicides and veteran homelessness.

In addition to veteran’s issues, Andrade said his continued focus on the well being of working families will never fade: “Now more than ever, we have to fight for better protections in the workplace, free from prejudice, harassment and intimidation—including representation for all employees, safety and justice.

By popular request, SMART Transportation Division held the first bus-specific treasurer’s workshop in Atlantic City, N.J., October 28-29. The workshop was held in an effort to expand upon training opportunities available to the SMART TD bus department members. Local 1596’s Secretary & Treasurer Cynthia Coppedge; Local 1596 Secretary & Treasurer Tony Sandle; Local 1715 Secretary & Treasurer Chris Johnson; Local 710 Secretary & Treasurer Vanessa Byrdie; UTU Field Supervisor Chris Malley; Local 1594 Treasurer Cynthia Kelly and Local 759 Secretary & Treasurer Craig Harrison were in attendance to assist with bylaw changes, local issues and election questions. UTU Field Supervisor Chris Malley was also in attendance to educate the treasurers on all of the UTU’s available products.

“I learned a lot today. It [the workshop] was a huge help!” said Local 1908’s Treasurer Janice Celeste.

SMART TD holds first bus-specific treasurer’s workshop

SMART TD holds first bus-specific treasurer’s workshop

By popular request, SMART Transportation Division held the first bus-specific treasurer’s workshop in Atlantic City, N.J., October 28-29. The workshop was held in an effort to expand upon training opportunities available to the SMART TD bus department members. Local 1596’s Secretary & Treasurer Cynthia Coppedge; Local 1596 Secretary & Treasurer Tony Sandle; Local 1715 Secretary & Treasurer Chris Johnson; Local 710 Secretary & Treasurer Vanessa Byrdie; UTU Field Supervisor Chris Malley; Local 1594 Treasurer Cynthia Kelly and Local 759 Secretary & Treasurer Craig Harrison were in attendance to assist with bylaw changes, local issues and election questions. UTU Field Supervisor Chris Malley was also in attendance to educate the treasurers on all of the UTU’s available products.

“I learned a lot today. It [the workshop] was a huge help!” said Local 1908’s Treasurer Janice Celeste.

continued on page 9

Volume 48  • Number 8  • November 2016

SMART Transportation Division News

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

SMART TD member Richard Andrade re-elected to Ariz. House; credits Sally Andrade’s activism and SMART TD

SMART TD member Richard C. Andrade, Local 1081, was recently re-elected to serve as Arizona State Representative, District 29. Andrade cites his service to SMART TD as local chairperson, legislative representative and local vice chairperson as the groundwork for his service as an elected official. Andrade said that his decision to seek elective office was inspired by his wife, Sally Andrade, the founder of Fabian’s Law, who turned a personal tragedy into an effort of public safety and justice.

In September 2009, the Andrade family dog, Fabian, a miniature poodle, was attacked and killed by an unleashed, aggressive dog. At that time, violating the Arizona “Leash Law” was merely a slap on the wrist that carried a maximum penalty of $250. Sally Andrade decided to begin organizing for stricter laws to protect animals and people from attacks by aggressive dogs. She and Richard led the effort to lobby state representatives to enact stricter penalties. Their work resulted in “Fabian’s Law,” which passed both the Arizona House and Senate. In 2011, Fabian’s Law was signed into law by then Governor Jan Brewer.

Fabian’s Law provides a clear definition of “aggressive dog” and mandates tough penalties for dog owners whose dog attacks a person or pet, causing serious injury.

Work at SMART TD extends to positive outcomes in community

“And we turned a tragic event into a positive,” said Richard’s work with the SMART TD taught him and his family how to effectively lobby – we were able to bring Fabian’s Law to Arizona, and Richard is now an Arizona State Representative. Our story about Fabian, and the people of our community who joined our effort with phone calls, letters and emails, are tools to sunder from SMART TD. Strength through education, persistence and solidarity are amazing tools, and Fabian’s law is the end result,” said Sally Andrade.

“Our lobbying efforts can be applied to any neighborhood or community seeking positive change. The education and training offered at SMART TD has been amazing and can be used to address other issues outside of the union,” she said. Look no further than Fabian’s Law for proof.

SMART TD prepared Rep. Andrade for public office

As the newly re-elected Arizona State Legislator representing District 29, Richard expressed his gratitude to the voters in Arizona, as well as to SMART TD, for the work and lessons he continues to learn as a member.

“The values I bring to the legislature are values I learned as a member of the SMART TD union. From the very beginning of my career, it was the union that educated and empowered me to get engaged on issues that affect working families. It was the union that encouraged me to become active and contact our state and federal legislators on issues that affect our jobs, such as retirement, benefits, safety issues and one-person crews,” he said.

Andrade added that his leadership roles at SMART TD Local 1081, prepared him for holding office as a State Representative.

“(In the state legislature) I represent SMART TD and all unions, which is why I say we are truly stronger together. I will continue to be the voice of working families and our veterans—and I will continue to fight for education funding, and better paying jobs with strong benefits such as healthcare and retirement,” said Rep. Andrade.

Rep. Andrade said that his main focus this House session will be his continued commitment to support SMART TD, strengthen health assistance, and to try to do all he can to eliminate veteran suicides and veteran homelessness.

In addition to veteran’s issues, Andrade said his continued focus on the well being of working families will never fade: “Now more than ever, we have to fight for better protections in the workplace, free from prejudice, harassment and intimidation—including representation for all employees, safety and justice.

By popular request, SMART Transportation Division held the first bus-specific treasurer’s workshop in Atlantic City, N.J., October 28-29. The workshop was held in an effort to expand upon training opportunities available to the SMART TD bus department members. Local 1596’s Secretary & Treasurer Cynthia Coppedge; Local 1596 Secretary & Treasurer Tony Sandle; Local 1715 Secretary & Treasurer Chris Johnson; Local 710 Secretary & Treasurer Vanessa Byrdie; UTU Field Supervisor Chris Malley; Local 1594 Treasurer Cynthia Kelly and Local 759 Secretary & Treasurer Craig Harrison were in attendance to assist with bylaw changes, local issues and election questions. UTU Field Supervisor Chris Malley was also in attendance to educate the treasurers on all of the UTU’s available products.

“I learned a lot today. It [the workshop] was a huge help!” said Local 1908’s Treasurer Janice Celeste.

continued on page 9

Inside this issue of SMART Transportation Division News:

Around the SMART TD

Local 161, Seattle

Members from Local 1348, Local 161 and Washington State Legislative Director Herb Krohn (red shirt in back) join Organizer Bonnie Morr (front, far right) in helping to strength- en Local 161.

SMART TD Organizer Bonnie Morr rallied members from Union Pacific Local 1348 to help strengthen bus Local 161.

“A special thanks goes out to Washington State Legislative Director Herb Krohn. Local 1348 Secretary and Treasurer Tom Ragghianti, Vice Local Chairperson Dustin Hall, Local Vice President Ronald Suyematsu, Alt. Bus Vice President Alvie Hughes, and two organizers from Sheet Metal Local 66, Ivan Meyen and Scott Davis for their help,” Morr said.

“Even though Local 1348 is a rail local, they came forward to help this bus local. The lesson that can be learned here is that the language of labor transcends job classification,” Morr added.

Local 240, Los Angeles

Local Chairperson Harry Garvin reported that Conductor/Brakeman Ricardo Salazar retired Oct. 1 after 37 years of service with Union Pacific railroad.

“All the members and officers of Local 240 want to wish him and his family many years of fun during his retirement,” Garvin said.

Local 898, Boston

On Sept. 12, member Donald Davis, 57, of Local 898, passed away unexpectedly.

Davis worked as a con- ductor for the Massachu- setts Bay Commuter Rail- road since 2007. Before his career with the rail- road, Davis worked as an accountant for many years.

He enjoyed movies, music, reading and watching the Buffalo Bills. He was very involved in his children’s lives and helped with boy scouts and coached on his chil- dren’s sports teams.

Davis leaves behind his wife Lisa and chil- dren Renee Davis and Bryan Davis. Davis is also survived by his mother Eleanor Davis, his brother, and his stepfather Arthur Lorenzo. He was preceded in death by his father, Valentine Davis.

Donations may be made in Davis’ memory to Joanna’s Place, c/o South Shore Savings Bank, 86 Pleasant St., Weymouth, MA 02190. Condolences may be posted at www.ccshepherd.com.

SMART TD extends condolences and sym- pathies to the Davis family, friends and Local 898.

Local 845, Seattle, Wash.


Skeiton is survived by his wife Elena; son Brian (Julie) Skeiton; grandchil- dren Stuart (Katie) Skeiton, John (Samantha) Skeiton, and Allie Skeiton; and his great grandchildren, other relatives and friends.

Skeiton was preceded in death by his parents, his son Stuart Skeiton and his sister Charlotte Eggert.

Memorial contributions may be made in Skeiton’s honor to Hospice of Salmon Valley, 506 VanDreft St., Salmon, ID 83467. Condole- nces may be posted at www.jonesand- caskeyf.com. SMART TD extends con- dolences and sympathies to the Skeiton family and friends.

Local 1713, Everett, Wash.

Joel Cherberg, 81, died April 2016, after a battle with cancer. Cherberg spent 43 years on the rail- road, starting out with Great Northern Railway, which later became Burlington Northern and then Burlington Northern Santa Fe.

Cherberg is survived by son Joel Cherberg, daughter Stephanie Rice and five grandchil- dren. He was preceded in death by his par- ents Joseph and Norma (Sward) Cherberg.

Condolences may be posted at www.evan- schapel.com. SMART TD extends con- dolences and sympathies to the family and friends of Cherberg.

Local 1908, Buffalo, N.Y.

Local 1908 First Student bus operators have been working to help out the Buffalo, N.Y. community during the school year by collect- ing canned goods and non-perishable items, reports Local Secretary Tracey Davis. The local has also held raffles to raise money. A total of 188 lbs. of food and $427 was donat- ed to the food bank of western New York. The local also donated $1000 to Toys For Tots and $580 to Friends of the Night People.

“Thanks goes out to Joe Milton and every- one that pitched in,” Davis said. “Grievance Chairperson Debbie Orlovski and Local 1908 is looking forward to another great year of service to the city of Buffalo.”

Friends of the Night People is a charitable organization that helps the poor, homeless and destitute in Buffalo. They also provide food, clothing, medical care and counseling free of charge. Go to www.friendsofnightpeo- ple.org/donate to make a donation.

Does your local want to be featured on this page? Email your stories and photos to

news_td@smart-union.org

www.smart-union.org/td

Rail labor seeks mediation to settle national contract talks

Rail Labor’s Coordinated Bargaining Group (CBG) released the following state- ment Dec. 5:

Despite our best efforts, collective bar- gaining with the major U.S. Class 1 rail- roads completely stalled late last week. Therefore, pursuant to the terms and conditions of the Railway Labor Act, we have today applied to the National Medi- ation Board (NMB) for the assignment of a federal mediator to assist in our negoti- ations.

This development is very disappointing, as the Unions in the Coordinated Barg-aining Group have been at the negotiat- ing table for almost two years seeking a voluntary settlement. Throughout that time, the Unions have steadfastly main- tained that the Carriers’ original demands were unacceptable to our bar- gaining team, and would be found equal- ly unacceptable by our collective mem- bership.

Nevertheless, the Unions went to the table last week with the information of reaching a satisfactory voluntary settle- ment that would fairly address the needs of both sides, but that did not happen. Unfortunately, the railroads apparently believe that the national elections in November have tipped the labor-man- age ment balance in this country heavily in their favor, as they made clear that no reasonable and fair resolution is any longer in the offing.

Our members have earned, and rightfully expect, a fair contract settlement that recognizes the fact that the industry con- tinues to reap many billions in net profits annually. We have maintained from the outset that there is no reason not to bring these negotiations to a timely and equi- table conclusion.

Instead, the railroads continue to demand extreme concessions that would erode our members’ standard of living and earned benefits. We cautiously anticipate that the involvement of the NMB will cause the industry to refocus on address- ing the legitimate needs of the men and women whose labor generates their posi- tive financial returns.

Additional information will be provided as developments warrant.

The Coordinated Bargaining Group is comprised of six unions: the American Train Dispatchers Association; the Brotherhood of Locomotive Engi- neers and Trainmen; the Brotherhood of Railroad Signalmen; the International Brotherhood of Bol- emakers, Iron Ship Builders, Blacksmiths, For- gers, and Helpers; the International Fire- men and Oilers/SEIU; and the Transportation Divi- sion of the International Association of Sheet Met- al, Air, Rail and Transportation Workers.

Collectively, the CBG unions represent more than 85,000 railroad workers covered by the various organizations’ national agreements, and comprise over 59 percent of the workforce that will be impacted.

---

Pictured from left: Jeanne Toomey, Joe Milton; GCA Vice Chairperson (and Grievance Vice Chairperson) Patrick Just and Local Secretary Tracey Davis.
Brother Alfred “Al” H. Chesser, 102, a champion of the American railroad worker and first-elected president of the United Transportation Union (UTU), died Sunday, September 25, 2016.

On January 1, 1969, the UTU (now known as SMART Transportation Division) was formed, and Chesser was appointed to the role of UTU national legislative director. In 1971, at the UTU’s first convention, Chesser was elected to serve as president. He won the post again in 1975, serving until 1979.

A brakeman from Wellington, Kan., Chesser’s life was framed by his service to the men and women on America’s railroads as well as his immeasurable contributions to the advancement of labor in every area. His efforts brought concerns and issues of rail members and unions into the national spotlight and onto the law books.

His rare ability to form bonds with members and officers in the UTU’s early days was critical to its success. A leader and mentor, Chesser created an open and positive atmosphere that not only inspired workers to join, but also inspired members to follow in his path of local and national advocacy.

As the voice of transportation members on Capitol Hill, Chesser’s legacy reflects his effective legislative outreach that strengthened the foundation of the UTU and all transportation unions.

His work influenced key safety issues and resulted in legislation that includes The Railway Safety Act and The Hours of Service Act. He also served as a member of the Task Force on Railroad Safety, a committee that developed the most rail industry safety program ever adopted. His lifelong commitment to the UTU was paralleled by his grace and humility.

Whether speaking with a U.S. president or railroad brakeman, Chesser treated everyone with dignity, respect and kindness.

Brother Chesser’s inspiring life and legacy touched the lives of countless people, and he will never be forgotten.

**BPRR employees vote SMART TD**

On August 29, 2016, Maintenance of Way (MOW) and Signalmen, employed by Buffalo & Pittsburgh Railroad (BPRR), voted for representation by SMART Transportation Division. The National Mediation Board certified the election results August 30.

The vote adds 36 MOW and 10 Signalmen to Local 377. MOW and Signalmen join engineers, conductors and brakemen employed by BPRR and represented by Local 377.

“I would like to thank SMART TD Organizer Larry Grutzius for all of his hard work on this campaign,” said Rich Ross, SMART TD’s director of organizing.

BPRR is a Class II railroad operating on 411 miles of track in New York and Pennsylvania and is owned by Genesee and Wyoming. Its main line runs between Buffalo, N.Y. and Eidenau, Pa., just north of Pittsburgh. The railroad connects the Allegheny Valley Railroad and runs on the former B&O Railroad tracks.

Major commodities shipped by the railroad include paper, petroleum products, chemicals, coal, steel and sand.

**CATS members ratify contract**

General Chairperson Trent, Vice General Chairperson Brenda Moore, LCA TMD Secretary Ruby Crosby and Local President Bruce Wright for the long hours and hard work that they each put in to reaching this agreement,” Stud vant said.

Charlotte Area Transit System (CATS) operators will enjoy more favorable work rules, paid travel time to the Tryon and Davidson garages and lower healthcare insurance deductibles.

The contract also includes an increased pension cap and 7.5 percent in general wage increases with retroactive pay.

Managed by the Public Transit Department of the city of Charlotte, CATS is the largest transit system between Atlanta and Washington, with over 70 local, express and regional bus routes.

The company also manages a light rail system, services for the disabled and vanpools.

**Quote of the Month**

“You come to Washington, there’s a rail bill, there’s a highway bill, there’s an aviation bill. But when you go home, there’s an airport, there’s a highway, there’s a rail, there’s transit. It all has to work together.”

- Anthony Fox, DOT Secretary of Transportation
Bus Department News

FAST Act addresses bus operator assaults

Brothers and Sisters,

In the last column, I wrote to you about the Fixing America’s Surface Transportation Act (FAST Act). I explained how instrumental SMART TD President John Previsch and our National Legislative Office were working to make sure that the FAST Act addressed the issue of operator assaults. I am happy to announce that the SMART TD was successful in making sure our voices were heard on this problematic issue.

The Federal Transit Administration (FTA) allocated funds and hired Countermeasures Assessment and Security Experts LLC (CASE LLC) to address this issue. I’m happy to inform our members that we have already put our pedal to the metal and have arranged for CASE LLC to start working with the carriers and transit agencies to protect our members.

CASE LLC has partnered with Transportation Resource Associates Inc. (TRA) to form a research team. They have conducted research to develop a practical toolbox for transit agencies to use in preventing and mitigating assaults against transit operators.

The tools are customizable templates for assessing and reporting assaults, situational awareness and technologies, and executive activities or countermeasures that can be taken to address this important safety and security issue.

A risk analysis tool has been created at both the system and route levels to provide transit owners and operators with a structural risk management capability that can perform both “what if” and “trade off” decision making. Plans are also being made for the 2017 regional meetings to have CASE LLC address our members in a one-on-one setting.

In closing, I just want to say that we are optimistic that in addressing operator assaults, we will be able to provide a safer working environment and ensure a safe return home to loved ones. SMART TD will continue to work with the FTA and lead the effort to prevent operator assaults.

To all of my union Brothers and Sisters, I wish you and your families a safe and healthy holiday season.

I remain fraternally,

Calvin Studvant
Vice President - Bus
216-630-0963

Aviation Department News

Great Lakes to add more flights, larger aircraft

The airline is adding service to the Denver International Airport (DIA) and keeping its regular service of two flights daily to the Los Angeles International Airport (LAX).

GLA will now offer two round-trip flights a week to Denver - one on Wednesday and one on Saturday. There will be a short layover in Farmington, N.M.

Due to the increased customer demands of flights from PRC, GLA has decided to test the market with a 30-seat air craft. Since 2013, GLA has been flying 9-seat aircrafts to and from Prescott.

The 30-seat Embraer EMB 120 Brasilia, is a twin-turboprop commuter airliner that features a flight attendant and restroom facilities.

Flights from Pueblo to Denver added

Similar to the changes being made at PRC, GLA also increased service from Pueblo, Colo. to Denver.

An additional early-morning flight from Pueblo to Denver, as well as an evening flight from Denver to Pueblo was added in late September.

GLA also plans to implement the 30-seat Embraer EMB 20 Brasilia for the new flights. Great Lakes will continue to use smaller planes on previously existing flights.

VSTD changes for Bus Members

For Bus Members, the maximum weekly VSTD benefit will increase from $210 to $240.

The Elimination Period for Bus Members, which is the waiting period between the first day of a disability and the date benefits actually begin, will be reduced from 30 days to 21 days (benefits will begin on the 22nd day of disability).

VSTD changes for Rail Members

For Rail Members, the maximum weekly VSTD benefit will increase from $400 to $450.

The Elimination Period for Rail Members, which is the waiting period between the first day of a disability and the date benefits actually begin, will be reduced from 30 days to 21 days (benefits will begin on the 22nd day of disability).

GA-46000 lifetime maximum adjusted for 2017

The lifetime maximum benefit for the Railroad Employees National Early Retirement Major Medical Benefit (ERMA or GA-46000) Plan will increase from $151,600 to $157,800 beginning Jan. 1, 2017.

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 2016 consumer price index (CPI) for Hospital and Physician Services. The result is a lifetime maximum for 2017 of $157,800.

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 lifetime maximum. For 2017, this amount will be $6,200.

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

Flying Musicians launches internship program

The Flying Musicians Association, Inc. (FMA) has created an internship program for junior and senior college students to share their talents, experience, and skills while learning about the aviation and music industries.

The program provides students with the opportunity to earn college credit while developing personal growth through aviation and music. The program is available at Volunteer State Community College in Gallatin, Tenn., and at Middle Tennessee State University in Murfreesboro, Tenn.

Interns are also given the opportunity to attend aviation and music events where FMA is participating. All interns will also be offered a free one-year membership in the FMA.

The internship program is available at Volunteer State Community College in Gallatin, Tenn., and at Middle Tennessee State University in Murfreesboro, Tenn.

The FMA was founded in 2009 and is an organization for pilots who are also musicians. The FMA was founded on the opinion that the skills required to play an instrument and fly an aircraft have marked similarities: from precision and multitasking to listening and fine motor skills.

The mission of the FMA is to inspire, educate and encourage others from precision and multitasking to listening and fly an aircraft have marked similarities: from precision and multitasking to listening and fine motor skills. The mission of the FMA is to inspire, educate and encourage others from precision and multitasking to listening and fine motor skills.

All proficiency levels and musical genres are welcome in the group.

For more information on this organization or on the internship program, go to their website at www.flyingmusicians.org.
Proposed Rule: “Competitive Passenger Rail Service Pilot Program”

The Federal Railroad Administration (FRA) published a Notice of Proposed Rulemaking (NPRM) in the Federal Register August 22. This proposed rulemaking from the FRA is a direct result of Section 11307 of the FAST Act which requires FRA to implement a pilot program for competitive selection of petitioners other than Amtrak to operate up to three long-distance routes currently operated by Amtrak.

The final rule will establish the procedures for interested parties to submit bids and the information that petitioners must submit to FRA. It will also establish the procedures for the Secretary to evaluate bids, and select and notify selected petitioners, should there be any.

SMART TD, TTD and all of rail labor opposed this concept and other privatization mandates as the bill was going through the legislative process and fought to remove it or include conditions that would protect workers and create a level playing field if it ever went into effect. In the end, while the pilot provision stayed in the final bill, a number of conditions that would protect workers impact-ed the way in which the law requires this result, but we need to make sure the FRA implements this in the right way. I should note that Rich Edelman, on behalf of the BMWE (which was not included in TTD’s comments since they are not members) also filed comments. Edelman, who has a strong background in this area of the law, added in more detail on the legal background on the protections which should be helpful. It is important to note that both TTD and Edelman’s comments are on the same page.

“TDD is not an easy task. Given the political realities we face on the Hill it was limited to three long-distance routes. In the end, while the pilot provision stayed in the final bill, a number of conditions that would protect workers impact-ed the way in which the law requires this result, but we need to make sure the FRA implements this in the right way. I should note that Rich Edelman, on behalf of the BMWE (which was not included in TTD’s comments since they are not members) also filed comments. Edelman, who has a strong background in this area of the law, added in more detail on the legal background on the protections which should be helpful. It is important to note that both TTD and Edelman’s comments are on the same page.

“The demand 4R act protections and our comments have a whole section that talks about why they are legally needed to be applied and specifically ask that the proposed regulations be amended to require any winning bidder be responsible for those protections. We also ask the FRA to issue guidance to adopt them to this situation.”

“TDD’s comments also urge FRA to adopt hiring preferences and procedures for Amtrak employees and to ensure that any new entity is covered by rail laws just like Amtrak is today.

National Legislative Director John Risch on TTD’s comments:

“The comments filed by TTD urge FRA to ensure that labor, service and Buy America rules that attach to this program are fully implemented. Specifically, TTD’s comments call on FRA to ensure that so-called 4R employee protections cover workers impact-ed by this program.

“As TTD notes in their comments, we think the law requires this result, but we need to make sure the FRA implements this in the right way. I should note that Rich Edelman, on behalf of the BMWE (which was not included in TTD’s comments since they are not members) also filed comments. Edelman, who has a strong background in this area of the law, added in more detail on the legal background on the protections which should be helpful. It is important to note that both TTD and Edelman’s comments are on the same page.

“They demand 4R act protections and our comments have a whole section that talks about why they are legally needed to be applied and specifically ask that the proposed regulations be amended to require any winning bidder be responsible for those protections. We also ask the FRA to issue guidance to adopt them to this situation.”

“TDD’s comments also urge FRA to adopt hiring preferences and procedures for Amtrak employees and to ensure that any new entity is covered by rail laws just like Amtrak is today.

The Federal Railroad Administration (FRA) has not yet issued a final rule for this program.

“TDD submits comments on proposed rule

On September 6, the Transportation Trades Department (TTD) of the AFL-CIO comment-ed on the proposed rule published by the FRA.

TTD submits comments on proposed rule

On September 6, the Transportation Trades Department (TTD) of the AFL-CIO comment-ed on the proposed rule published by the FRA.

“TDD submits comments on proposed rule

On September 6, the Transportation Trades Department (TTD) of the AFL-CIO comment-ed on the proposed rule published by the FRA.

NATIONAL LEGISLATIVE DIRECTOR JOHN RISCH TTD’s comments on the proposed rule: “The comments filed by TTD urge FRA to ensure that labor, service and Buy America rules that attach to this program are fully implemented. Specifically, TTD’s comments call on FRA to ensure that so-called 4R employee protections cover workers impact-ed by this program.

As TTD notes in their comments, we think the law requires this result, but we need to make sure the FRA implements this in the right way. I should note that Rich Edelman, on behalf of the BMWE (which was not included in TTD’s comments since they are not members) also filed comments. Edelman, who has a strong background in this area of the law, added in more detail on the legal background on the protections which should be helpful. It is important to note that both TTD and Edelman’s comments are on the same page.

“They demand 4R act protections and our comments have a whole section that talks about why they are legally needed to be applied and specifically ask that the proposed regulations be amended to require any winning bidder be responsible for those protections. We also ask the FRA to issue guidance to adopt them to this situation.”

“TDD’s comments also urge FRA to adopt hiring preferences and procedures for Amtrak employees and to ensure that any new entity is covered by rail laws just like Amtrak is today.

We all need to keep this in perspective. Amtrak receives preferential pricing from the Class I’s to operate over their track, some-thing the Class I’s have for years decried as inadequate. A new entrant will not likely receive nearly as good an operating rate as Amtrak currently does. If there is a winning competitive bidder on any of these three routes they will only receive 90 percent of the funding that Amtrak currently receives to pro-vide the service making the bidding process even harder.”

“TDD submits comments on proposed rule

On September 6, the Transportation Trades Department (TTD) of the AFL-CIO comment-ed on the proposed rule published by the FRA.

TDD Testifies Before FRA

On September 7, the FRA held a public hearing on the proposed rule. SMART Transportation Division National Legislative Director John Risch was at the hearing and testified on behalf of SMART TD.

John Previsich

President

SMART Transportation Division

news_td@smart-union.org

Contact us:

John Previsich

President

SMART Transportation Division

news_td@smart-union.org

John Risch

National Legislative Director

news_td@smart-union.org

John Risch testifies before FRA on behalf of SMART TD.
UTU PAC contributions for 2015

How does your state stack up?
(Average UTU PAC contributions per member per month)

- Nevada: $7.81
- Arizona: $4.53
- Colorado: $3.60
- Utah: $3.60
- Montana: $3.60
- Oregon: $3.22
- Indiana: $3.15
- Missouri: $3.15
- Virginia: $2.97
- Wyoming: $2.94
- Arkansas: $2.90
- Kansas: $2.82
- Illinois: $2.78
- New Mexico: $2.76
- Delaware: $2.74
- Colorado: $2.72
- District of Columbia: $1.90
- Iowa: $1.90
- North Dakota: $1.83
- Oklahoma: $1.81
- Washington: $1.76
- New Jersey: $1.77
- South Dakota: $1.77
- Alabama: $1.43
- Tennessee: $1.78
- Pennsylvania: $0.99
- West Virginia: $0.99
- New York: $0.95
- Ohio: $0.95
- Connecticut: $0.26

UTU PAC contributions for 2015

Average UTU PAC contribution per member, per month in dollars for 2015

- California: $7.65
- Idaho: $5.92
- Illinois: $4.79
- Indiana: $3.90
- Kentucky: $3.21
- Louisiana: $2.76
- Michigan: $2.76
- Missouri: $2.68
- Montana: $2.68
- New Jersey: $1.36
- New York: $1.36
- North Carolina: $1.27
- Ohio: $1.21
- Oklahoma: $1.19
- Pennsylvania: $1.18
- Texas: $1.14
- Utah: $1.07
- Virginia: $0.91
- Washington: $0.83
- Connecticut: $0.26

Top Ten UTU PAC Locals
(Average UTU PAC contributions per member per month)

- 1. 854 Portsmouth, Va.: $19.75
- 2. 1081 Glendale, Ariz.: $16.88
- 3. 508 Smithville, Texas: $12.27
- 4. 1790 Pontiac, Mich.: $11.24
- 5. 1117 Las Vegas, Nev.: $11.02
- 6. 1075 Trenton, Mich.: $10.60
- 7. 1775 Elko, Nev.: $10.30
- 8. 234 Bloomington, Ill.: $9.83
- 9. 453 Clinton, Ill.: $9.11
- 10. 707 Marysville, Kan.: $9.09

If You Want a Say... Give a Dollar a Day

Your top-performing local legislative representatives

- Ronnie R. Hobbs, Local 854
- Tommy Q. Pate, Local 1081
- Kenneth L. Friend, Local 828
- Chris H. Williams, Local 1729
- Jason T. Duering, Local 1117
- Douglass K. Cross, Local 1075
- Robert E. Morgan, Local 1075
- Brian J. Hapla, Local 234
- Jared A. Hudson, Local 853
- Charles A. Ring Jr., Local 707

To have a strong union, you must have a voice in your local union, attend your local union meetings and support and contribute to your PAC fund. Here at Local 854, all members (100 percent) contribute to the PAC fund. We teach our new members by example. I am a proud Gold Club member. When I get a new member with an application to join, we also receive a PAC form with information that all 854 members support our PAC. — Ronnie R. Hobbs, Local 854 Legislative Rep.

UTU Political Action Committee Donation Form
2490 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5113

You may pledge a dollar a day by checking the box for the amount you wish to contribute.

$1.00 per month
$12.00 per year
$150.00 per year
$1,000.00 per year

(If you elect to contribute more than $1.00 per month or $12.00 per year, please write in the amount you wish to contribute.)

Signature: __________________________
Collective date: ________________

 UTU PAC contributions are in coordination with the federal election committee. 100% of UTU PAC contributions are non-refundable. Contributions or gifts to UTU PAC are not deductible as charitable contributions for federal income tax purposes.

www.smart-union.org/td • www.utuia.org
The centers for Medicare & Medicaid Services has announced that the standard monthly Part B premium will be $134.00 in 2017. However, most Medicare beneficiaries will not pay this amount.

By law, Part B premiums for current enrollees cannot increase by more than the amount of the cost-of-living adjustment for Social Security (railroad retirement tier I) benefits.

Since that adjustment is 0.3 percent in 2017, about 70 percent of Medicare beneficiaries will see only a slight increase in their Part B premiums. The higher premium amount will apply to new enrollees in the program, and certain beneficiaries will continue to pay higher premiums based on their modified adjusted gross income.

The monthly premiums that include income-related adjustments for 2017 will be $187.50; $267.90; $348.30 or $428.60, depending on the extent to which an individual beneficiary's modified adjusted gross income exceeds $428,000 for a married couple. The highest rate applies to beneficiaries whose modified adjusted gross income exceeds $85,000 (or $170,000 for a married couple). The highest rate applies to beneficiaries whose modified adjusted gross income exceeds $85,000 (or $170,000 for a married couple).

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.

The Railroad Retirement Board (RRB) will withhold Part B premiums from benefit payments if an individual submits a request to his or her Part C or D insurance plan. The monthly premium will be $134.00 in 2017, the adjustment amount ranges from $133.30 to $76.20.
SMART leads coalition to stop CSX from removing track signals

On Friday, October 14, 2016, SMART TD united with the Brotherhood of Locomotive Engineers and Trainmen (BLET), Brotherhood of Maintenance of Way Employees Division (BMWEB) and the Brotherhood of Railroad Signalmen (BRS), in a joint statement to the Federal Railroad Administration (FRA) that voiced their collective opposition to a recent CSX petition requesting permission from the FRA to remove approximately 125 signals from a stretch of track in Michigan.

Citing reasons of crew safety and public safety, SMART Transportation Division (SMART TD) President, John Previsich and SMART TD Michigan State Legislative Director, Jerry Gibson, worked with SMART and SMART TD’s legislative offices and leaders from the BLET, BMWEB and BRS in requesting that the FRA deny CSX’s request.

“Considering the number of residents, homes, schools and churches along this line, and the safety risk involved if these signals are removed, we oppose this request and ask the FRA to deny this waiver,” said Previsich.

Gibson emphasized safety concerns and also connected the dots between the outcome of the presidential election and future decisions made by the FRA and other president-appointed federal industry boards.

“The SMART TD Michigan State Legislative Board’s opposition is based on the reason signal systems are put into place: employee and public safety. As a former qualified engineer and conductor on this line, the territory has a winding path with poor long distance sightlines, making the operable signal system that is currently in place critical to crew and public safety.

“While many may not see the direct correlation between this issue and voting for those candidates endorsed by the SMART TD National Legislative office and State boards, it is a great example. The President of the United States appoints the Director of the Federal Railroad Administration, Surface Transportation Board, Railroad Retirement Board, Department of Labor, and Department of Transportation, to name a few – all of which have the power to determine if these requests are approved or denied,” he said.

Gibson also added: “If we cast our vote in the wrong direction, the outcome of many issues that directly affect rail labor and their families will be compromised.”

Transportation Division sets 2017 Regional Meetings

The SMART Transportation Division has set the dates and locations of the union’s two 2017 regional meetings.

The western regional meeting will be held June 12-14, at Grand Hyatt San Antonio Hotel in San Antonio.

The eastern regional meeting will be held July 10-12 at Sheraton New York Times Square Hotel in New York City.

The cost for rooms in San Antonio is $185 per night for standard single/double sleeping rooms.

The cost for rooms in New York City is $199 per night for standard single/double sleeping rooms.

Reservation codes for both hotels at those rates will be available at a later date.

The Transportation Division’s officers and director of meeting management will continue to finalize details of both meetings in the coming months.

Check www.smart-union.org/td/ regularly for meeting updates.

TTD statement on nomination of Chao as transportation secretary

AFL-CIO’s Transportation Trades Department (TTD) President Edward Wytkind issued this statement on the nomination of Elaine Chao as Secretary of Transportation by President-elect Donald Trump:

“I congratulate Elaine Chao on her nomination by President-elect Donald Trump as the next Secretary of Transportation. Secretary-designate Chao’s many years of public service will serve her well in carrying out the difficult task of rebuilding our badly aging transportation system and infrastructure.

“Secretary-designate Chao has an opportunity to play a large role in living up to the commitments made by President-elect Trump that he would rebuild the middle class through job-creation policies. Advancing massive federal investment in new transportation projects is one of the best policy strategies for improving our economy, boosting American competitiveness and infrastructure policies. Advancing massive federal investments would rebuild the middle class through job-creation policies. Advancing massive federal investment in new transportation projects is one of the best policy strategies for improving our economy, boosting American competitiveness and infrastructure.

“Transforming the President-elect’s campaign commitments on transportation and jobs into reality will require leadership and a willingness to stand up to the dangerous austerity and job-killing proposals being advanced by some in Washington. This includes opposing the agenda of special interests and their congressional allies when they push wrongheaded policies that lower wages and weaken the rights of working people — the very people that the President-elect said he would fight for in the Oval Office.

“I look forward to meeting with Secretary-designate Chao to discuss transportation labor’s priorities.”

Association of General Chairpersons met in New Orleans

SMART TD holds first all-bus treasurer’s workshop

Continued from page 1

If your local is interested in bringing a workshop to your area, contact the SMART TD President’s Department by emailing President_TD@smart-union.org or by calling 216-228-9400. Check our website at www.smart-union.org/td for future training opportunities. Regional meetings, which are scheduled for summer 2017, will also offer a wider scope of training opportunities for all officers.
Amtrak invests $2.4 billion for high-speed rail and infrastructure upgrades

New Trainsets to enter service in 2021 for service along the North East Corridor

Amtrak is contracting with Alstom to produce 28 next-generation high-speed trainsets that will replace the equipment used to provide Amtrak’s premium Acela Express service. The contract is part of a $2.45 billion that will be invested on the heavily traveled Northeast Corridor (NEC) as part of a multifaceted modernization program to renew and expand the Acela Express service.

“The next generation of Acela service will mean safer, faster and modern trains for customers throughout the Northeast,” said U.S. Senator Charles Schumer. “This investment will pay immediate dividends for businesses and travelers from Washington D.C. to Boston, and the fact that these new trains will be built in Upstate New York makes this project a win-win. These New York-made Acela trains will soon be zipping along the Northeast Corridor and – as a regular customer – I can’t wait for my first ride.”

“The Northeast Corridor is a national economic engine that carries a workforce contributing $50 billion annually to the national GDP,” said U.S. Senator Cory Booker. “Amtrak’s continued investment in modernization and improvement of infrastructure will provide our customers with the mobility and experience of the future.”

The new trainsets will have one-third more passenger seats, while preserving the spacious, high-end comfort of current Acela Express service. Each trainset will have modern amenities that can be upgraded as customer preferences evolve such as improved Wi-Fi access, personal outlets, USB ports and adjustable reading lights at every seat, enhanced food service and a smoother, more reliable ride.

New trainsets are expected to be in service, and entering revenue service in 2021. All of the trainsets are expected to be in service by 2022.

Why become an Auxiliary member?

• Unites families of SMART transportation division
• Eight 4-year scholarships of $1000 awarded every year
• Stay connected on legislative issues that affect you, your family, spouse of relatives
• Access to Union Plus discounts, scholarships and other benefits

Who can become a member?

• Spouse, family or relatives of a SMART TD or Auxiliary member in good standing
• Retired SMART TD members or employees
• Employees of SMART TD at the International
• Staff of state legislative boards, general committees or the legislative office in Washington, D.C.
• Spouse, family or relatives of a deceased SMART TD member that was in good standing at time of death

Member Tina Shepherd of Local 1732 took this photo at the Niles Station where Mowry Ave. meets Mission Blvd., in Fremont, Calif. The train sculpture is half the size of a Southern Pacific Mogul-type 2-8-0 No. 1751 steam train that traveled Niles Canyon in the early 1900s. The sculpture includes an engine, tender car, two passenger cars, caboose, water tower and an end-of-the-line barrier. The sculpture was created by Mario Chiodo using foam, wood and fiberglass resin topped with bronze-colored paint.
Public and the entire commercial motor vehicle industry,” said FMCSA Administrator Scott Darling. “The clearinghouse will allow carriers across the country to identify current and prospective drivers who have tested positive on a DOT drug or alcohol test. In accordance with the Privacy Act of 1974 (5 U.S.C. § 552a), a driver must grant consent before an employer can request access to that driver’s clearinghouse record and become familiar with the clearinghouse a driver can review his or her information at no cost. Congress directed FMCSA to establish a national drug and alcohol clearinghouse as mandated by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The national drug and alcohol clearinghouse Final Rule goes into effect in January 2020, three years after its effective date.

**Additional Medicare Tax:** Employees will pay an additional 0.9% Medicare Tax on earnings above $200,000 (for those who file as a joint return) or $250,000 (for those who file a joint return). This additional Medicare tax rate is **not** reflected in the tax rates shown above.

**Note:** Tier 1 Medicare and Tier 1 Railroad Retirement tax rates are equivalent to Social Security tax rates set for 2017. Tier 2 Railroad Retirement tax rates do not apply to employees subject to Social Security.

---

**Taxable Maximum**

<table>
<thead>
<tr>
<th>Tax Type</th>
<th>Employee Rate</th>
<th>Employer Rate</th>
<th>Employee Annual Taxable Maximum</th>
<th>Employer Annual Taxable Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1 Medicare*</td>
<td>1.45%</td>
<td>1.45%</td>
<td>No Maximum</td>
<td>No Maximum</td>
</tr>
<tr>
<td>Tier 1 Railroad</td>
<td>6.20%</td>
<td>6.20%</td>
<td>$127,200</td>
<td>$7,886.40</td>
</tr>
<tr>
<td>Retirement</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tier 2 Railroad</td>
<td>4.90%</td>
<td>13.10%</td>
<td>$94,500</td>
<td>$12,379.50</td>
</tr>
<tr>
<td>Retirement</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**FMCSA establishes national drug and alcohol testing clearinghouse**

The U.S. Department of Transportation’s (DOT) Federal Motor Carrier Safety Administration (FMCSA) announced a final rule, Friday, Dec. 2, that establishes a national drug and alcohol clearinghouse for commercial truck and bus drivers. The clearinghouse database will serve as a central repository containing records of violations of FMCSA’s drug and alcohol testing program by commercial driver’s license (CDL) holders.

“An overwhelming majority of the nation’s freight travels by truck, and millions of passengers travel to their destinations by bus, so creating a central, comprehensive, and searchable database of commercial motor vehicle drivers who violate federal drug and alcohol testing requirements has been a departmental priority,” said U.S. Transportation Secretary Anthony Foxx. “This system will be a new technological tool that will make our roads safer.”

Once the clearinghouse is established, motor carrier employers will be required to query the system for information concerning current or prospective employees who have unresolved violations of the federal drug and alcohol testing regulations that prohibit them from operating a commercial motor vehicle (CMV). It also requires employers and medical review officers to report drug and alcohol testing violations.

The drug and alcohol clearinghouse final rule annual net benefits are an estimated $42 million, with crash reductions resulting from annual net benefits are an estimated $42 million, with crash reductions resulting from random drug and alcohol testing. Motor carriers are prohibited from allowing employees to perform safety-sensitive functions, which include operating a CMV, if the employee tests positive on a DOT drug or alcohol test. In accordance with the Privacy Act of 1974 (5 U.S.C. § 552a), a driver must grant consent before an employer can request access to that driver’s clearinghouse record and become familiar with the clearinghouse a driver can review his or her information at no cost.

Congress directed FMCSA to establish a national drug and alcohol clearinghouse as mandated by the Moving Ahead for Progress in the 21st Century Act (MAP-21). The national drug and alcohol clearinghouse Final Rule goes into effect in January 2020, three years after its effective date.

---

**2017 railroad paid holiday schedule**

Rail employees working under the national agreement between SMART Transportation Division and the National Carriers’ Conference Committee will receive 12 paid holidays in 2017. They are:

- New Year’s Eve obs. Sunday, Jan. 1
- New Year’s Day obs. Monday, Jan. 2
- President’s Day, Monday, Feb. 20
- Good Friday, Friday, April 14
- Memorial Day, Monday, May 29
- Independence Day, Tuesday, July 4
- Labor Day, Monday, Sept. 4
- Thanksgiving Day, Thursday, Nov. 23
- Day after Thanksgiving, Friday, Nov. 24
- Christmas Eve, Sunday, Dec. 24
- Christmas Day, Monday, Dec. 25
- New Year’s Eve, Sunday, Dec. 31

---

**Did you know…**

**Facts about the Airline Industry**

“According to one estimate, you can lose about two cups of water from your body for every hour you spend flying. While estimates of water loss during flight vary, it’s well-known that flying causes dehydration in passengers, which can lead to deep-vein thrombosis on long-haul flights. Drink water before, during and after a long flight.”

- [www.confessionsofatrolleydolly.com](http://www.confessionsofatrolleydolly.com)
This photo of the Cotton Belt SSW#83 Caboose, was submitted by Gail Crader of the Scott City Historic Preservation Commission of Scott City, Mo. The 27-ton restored Cotton Belt Caboose sits in the parking lot of the Scott City Historical Museum and is open to visitors. The caboose was dedicated Nov. 19, 2016, in memory of railroaders who lost their lives while working on the railroad.

Show your union pride with union gear

American Products offers a line of union-made SMART TD gear, clothing

SMART TD Fleece Jacket
SMART TD Knit Beanie
SMART TD Metallic Blue Pen
SMART TD White Oxford Shirt
SMART TD ‘Bad to the Bone’ ts
SMART TD Honeycomb Polo
SMART TD Cooler
SMART TD Maglite Flashlight
SMART TD Ladies Long-Sleeve ts

Are you proud to be a member of SMART Transportation Division? Would you like to show everyone else just how proud to be a union member you are? Just visit the SMART Transportation Division website at www.smart-union.org/td and click on the “Gear” tile to order your official SMART TD memorabilia.

All of the SMART TD items featured there are sold through American Products and are union-made and/or are made in America. American Products is offering several new items. Please be sure to check the website for details on all the new items.

All items carry a 100 percent quality guarantee against defects in materials and workmanship. Watches and clocks carry a two-year manufacturer’s warranty against defects.

Volume discounts on customized orders are available to SMART locals. All of the featured items can be ordered by credit card directly through the company’s secure website at www.utumerchandise.com, or by calling the company’s toll-free telephone number: (800) 272-5120.

Members may also download and print a custom order form that can be mailed to SMART Warehouse, c/o American Products, 1600 North Clinton Avenue, Rochester, NY 14621. Checks can be made payable to American Products, Inc. Apparel prices may vary depending on size. Visit the SMART TD online store for complete details about prices and available sizes.

Is your local involved in a charity? Or perhaps one of your brothers or sisters is doing something unique outside of work? SLDs, is something happening legislatively in your state? Retirees - are you doing something interesting with your retirement, or have a second career, or perhaps you’ve won an award? We’d like to know about it! To have your story featured, submit your stories to SMART Transportation Division by email to: news_td@smart-union.org

SMART Transportation Division is always looking for good photos, and awards prizes to monthly photo winners.

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

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

High-resolution digital photographs should be in the JPEG format and emailed to “news_td@smart-union.org”.

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

All photographs submitted become property of SMART.

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