Coming soon to the SMART TD website: Around the Corner

An online platform for members, from members
A new section modeled after, “Around the SMART TD” of the SMART TD News will soon be included as a new online page on our website, to showcase news, photos, artwork and events from our members and locals around the country.

SMART TD Members – we need your submissions!

Here’s what you’ll find at Around the Corner, online:

- Carl’s Corner – Alumni news, info, photos, legislative updates
- Pet Corner – send in your pet photos
- Local News – send in your photos, news, events
- Arts & Culture—showcase for member artwork, creative writing, photography

When emailing your photos, stories or news items, please include the following:

- Subject line: write, “Around the Corner”
- Local
- Your first and last name
- The first and last names of all those depicted in photo/story (left to right)
- The location and date of event
- A brief summary of event

Prefered format: Word or text documents and images in jpeg format.

Email your submissions or questions to: news_TD@smart-union.org

NOTE: SMART TD reserves the right to edit any and all submissions for content and clarity. SMART TD also reserves the right to reject or accept submissions.

Calling all members: Legislative Action needed NOW!

Take one minute to contact your State and Congressional Representatives through the SMART TD Legislative Action Center (LAC) to tell them to DO THEIR JOBS and PROTECT AMERICAN WORKERS by voting:

- NO to Right-To-Work and YES to HR 233-Two-Person Crews!

Using the LAC online is quick and easy: Just visit the SMART TD website at www.smart-union.org/td and click on the Legislative Action Center (LAC) button located at the bottom right of the page. Or, access the LAC directly at: http://www.congressweb.com/smart_transportation

At the LAC, you can also learn about the issues, see the voting record of your representatives and you can send emails directly to your reps. Remember, they work for you – they work for us!

Your voice matters, and our collective voices are stronger than any corporate agenda. We must work to protect our union and safeguard labor rights for SMART TD and all workers.

Unity propels results in N.Y.

With roughly 340,000 passengers every weekday, the Long Island Rail Road (LIRR) is the busiest commuter rail system in North America—one of only a few systems in the world that run 24 hours a day, seven days a week, year-round.

In 2015, its fourth straight year with increased ridership, the LIRR carried 87.65 million passengers around New York City and its eastern boroughs and suburbs. Adding to LIRR’s capacity is a top priority effort for the Metropolitan Transportation Authority (MTA).

SMART is working with New York Governor Andrew Cuomo on rebuilding and expanding the complex web of transportation infrastructure that feeds New York City, SMART TD GCA 505 General Chairperson Anthony Simon has been working on garnering bi-

Continued on page 9

Is your local involved in a charity?
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 and photos to SMART Transportation Division by email to: news_td@smart-union.org

### Steven Phares conducts again in retirement

Retired conductor and brakeman Steven Phares (Local 240 in Los Angeles) has continued to do what he loves in his retirement: conduct. Phares retired from Southern Pacific Railroad Company Sept. 30, 2014, after 42 years of service. Days after his retirement, he was hired by the Fillmore & Western Ry Company (F&WRY) - a tourist line California’s Ventura County Heritage Valley.

In addition to working with F&WRY, Phares was the on-board private car conductor on the inaugural trip of the “X-Train” Company’s luxury train from Los Angeles to Las Vegas. Phares also is the conductor on his friend’s Vino Wine Train that leaves from the Los Angeles Union Station and goes to Santa Barbara.

“When I retired I knew I was going to continue railroading in some form or another,” Phares said. “My life has been a real blessing and working for the railroad has been a dream come true!”

Phares working as the on-board private car conductor on the “X-Trains” inaugural “W ine R ailroad” trip to Santa Barbara.

### Inside this issue of SMART Transportation Division News:

- President Trump meets SMART leaders. See page 3.
- SMART TD celebrates Black History Month. See page 4.
- Registration open now for SMART TD 2017 regional meetings. See page 8.
Around the SMART TD

Locals 195, 445 & 1423, Galesburg, Ill.

SMART TD Local 195, 445 and 1423 (all of Galesburg, Ill.) together raised $1,100 for the Fish Food Pantry in Galesburg, reported Local 195 Chairperson Jerrod Sammons. The Fish Food Pantry provides food for the less fortunate families of the Galesburg area, Sammons said. Pictured here from left are Anne Gengenbacher of the Fish Food Pantry, Local 195 President Josh Ginther, Local 195 Chairperson Steve Winkler, Local 195 Secretary Betsy Gableth and Sammons.

Local 240, Los Angeles

Local Chairperson Harry Garvin reported that Local 240 will hold their 17th Annual Rail Classic, a golf tournament for railroaders, Monday, May 22, 2017, at the Sierra Lakes Golf Course at 1 p.m. with a four person scramble shotgun start. The Sierra Lakes Golf Club is located at 16600 Clubhouse Dr., Fontana, CA 92336.

The cost to attend is $75 per person and includes golf, Tri-Tip Bar-B-Q Banquet and prizes. Friends and relations are welcome. At least one member of your golf foursome must be a railroader.

Reservations can be made by calling Garvin at 909-481-7261 or 909-261-8878, or by email at Loc240@aol.com.

Please remit payment and reservations by April 28 to: Harry J. Garvin Jr., P.O. Box 8296, Alta Loma, CA 91701.

Local 1701, Montebello, Calif.

General Chairperson (GCA 20) Tom Pate, who represents Montebello transit members of Local 1701, reported that the local has recently reached an agreement with the city of Montebello.

SMART TD represents the storekeepers, service workers, mechanics and operators employed by the city of Montebello, the third largest municipal bus system in Los Angeles County, Calif.

With the agreement, members will receive their first wage increase since 2008. A 3 percent increase is retroactive to January 1, 2017, with another 3 percent increase scheduled for July 1, 2017. Members will also receive contributions to the California Public Employees’ Retirement System (CalPERS) paid through June 30, 2018. The agreement improves work rules on bidding and changing work schedules.

“This has been a difficult process with nine months of negotiations. We finally had to request mediation through California’s Public Employees Relations Board to come to an agreement,” Pate said. “This could not have been accomplished without the commitment and efforts of Local President Albert Rivers, Secretary Don Olguin, Local Chairpersons Cecilia Lopez and Betty Vasquez, and International Organizer/Representative Bonnie Morr.

“The members of Local 1701 learned how important it is to be politically engaged with the city’s leadership. Montebello’s Mayor Art Barajas and council member Vanessa Delgado were very supportive to SMART TD and instrumental in getting this agreement passed. California State Legislative Director JP Jones also provided valuable information during negotiations.”

Local 1813, West Colton, Calif.

Local 1813 President Richard Acuña announced that Dave Webster retired in January with 55 years of service. Webster has been a member since November 1962. He hired out at the Indio, Calif. yard and worked there until the yard closed in 1973. After the closure, Webster relocated to Colton, Calif. where he was a switchman and part-time brakeman for Union Pacific. Congratulations Brother Webster.

Local 1626 asks for your help in members’ time of need

Twelve-year-old Lucas Dinsmore, son of Local 1626 member TJ Dinsmore, is being treated for Lymphoma for the second time. The Dinsmores lost an older son to Leukemia when Lucas was 15 months old.

Local 1626 President Vern Gilliss wrote the following plea for help on behalf of Brother Dinsmore and his family.

“As we get older we start being able to put all things into perspective. What I know for sure is that family is not just an important thing, it’s everything. For us wage-earners we soldier on every day for the sake of our families, we work hard to provide all the love, health and wealth we can manage. When one of our union brothers or sisters is suffering, it affects us all.

“The Alaska Railroad Local 1626 has a long-standing tradition of taking care of its members and now we are reaching out to you to help us in a time of profound need. TJ Dinsmore is a third-generation railroad worker whose son Lucas, now 12-years-old, was diagnosed with lymphoma at the age of 5. Lucas was treated and appeared cancer-free until August 2016.

“Leukemia has already devastated this family as Lucas’ older brother died in 2004 after losing his battle to the disease. TJ’s family knows what it means to deal with indescribable emotional and financial pain.

“Local 1626 has been showing support and compassion for the family as best we can through these tough times: through visits, fundraising efforts, vacation-time donations and anything else we can think of to help.

“We’ve generated support in non-traditional ways, too. Recently, our members unanimously voted to donate a sizeable amount of money to Lucas’ family after settling several grievances with a carrier; retired Engineer/Terminal Manager Pete Hackenberg designed special Alaska Railroad hats made up with ‘Go Lucas’ on the side with all proceeds going to the family; and in our community the Anchor-age Great Harvest Bread Company set up a program called Loafs of Love and sold 1,000 loaves of specialty breads, donating all proceeds to the Dinsmore family.

“It has been an honor to support the Dinsmore’s, but it hasn’t been enough. An Alaska Railroad employee created a GoFundMe page in order to fund the balance of tests and treatments Lucas has already received, but it hasn’t generated the amount necessary to cover those expenses. In the spirit of family, we ask you to consider supporting Brother Dinsmore and Lucas on this impossible journey.”

Members can make a donation by going to https://www.gofundme.com/p/tmW3.
1964: Mass Transportation Act passed July 9, which authorized the Housing and Home Finance Administration to provide assistance for the development of mass transportation systems, both public and private, in metropolitan and other urban areas.

1966: Department of Transportation Act of 1966 became law Oct. 15, creating the Federal Railroad Administration (FRA). The FRA was created to promulgate and enforce safety regulations and conduct research and development in support of improved railroad safety.

1967: Department of Transportation was inaugurated April 1.

1969: The Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen and Enginemen, Switchmen’s Union of North America and the Order of Railway Conductors and Brakemen united to form the largest union of rail workers in the U.S., the United Transportation Union (UTU), Jan. 1.

1970: The International Association of Railroad Employees, a predominantly African-American union, joined the UTU.

1970: President Nixon signed the Passenger Rail Act of 1970. This legislation established the National Railroad Passenger Corporation to assume operation of inter-city passenger rail service.

1971: On May 1, the National Railroad Passenger Corporation began operating under the name Amtrak when Clocker No. 235 left New York’s Penn Station en route to Philadelphia.

1980: The Railroad Yardmasters of America (RYA) became part of the UTU.


1985: The Railroad Yardmasters of America (RYA) became part of the UTU.

1985: National COLA Fund was established to pay cost-of-living adjustments to retirees.

1985: UTU signed the infamous “Halloween Agreement” — established caboose elimination, entry-level rates of pay, two-tier basis of pay — Oct. 31.

1994: UTU struck the SOO Line July 14. Before the strike ended 47 days later, the BLE President allowed engineers to cross the picket line — of which 98 percent refused.

2000: BLE, UTU and Brotherhood of Railroad Signalmen (BRS) jointly testified against Remote Control Operation (RCO) before the FRA-July 19.

2001: Railroad Retirement & Survivors’ Improvement Act of 2001, which made railroad retirement to road retirement, was signed into law May 24.


2002: UTU ratified agreement with the NCCC, which provided for the implementation of RCO, Aug. 2.

2004: Brotherhood of Locomotive Engineers (BLE) affiliated with the International Brotherhood of Teamsters Jan. 1st. Changed its name after 140 years to the Brotherhood of Locomotive Engineers & Trainmen (BLET).

2004: Brotherhood of Maintenance-of-Way Employees (BMWE) members voted to affiliate with the Teamsters (IBT), Oct. 27.

2005: NCCC Section 6 notices to the UTU and BLET proposed single-employee operation of road freight trains, Nov. 1.

2006: BLE, UTU and Brotherhood of Railroad Signalmen (BRS) jointly testified against Remote Control Operation (RCO) before the FRA-July 19.

2006: SMART held its first Transportation Division Convention in San Diego, June 30 - July 2. SMART held its first general convention in Las Vegas, August 11-14.

2007: SMART members vote 2-to-1 to amend the constitution. Provided for a one-member-one-vote system of electing top officers, June 28.

2007: SMWIA & UTU merger agreement was negotiated & approved by SMWIA GEC and ratified by UTU membership

2011: Merger of UTU and SMWIA was confirmed by arbitration to form the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART). UTU is now the SMART Transportation Division or SMART TD.

2011: SMART joined massive labor and progressive community to battle multi-state attacks on workers’ rights.

2013: SMART received official charter from the AFL-CIO

2014: SMART TD held its first Transportation Division Convention in San Diego, June 30 - July 2. SMART held its first general convention in Las Vegas, August 11-14.

SMART General President Sellers met with President Trump at White House

SMART General President Joe Sellers, Sean McCarvey, president of the North America’s Building Trades Unions (NABTU); Terry O’Sullivan, president of the Laborers’ International Union of North America (LIUNA); and other labor leaders participated in a day-one meeting with President Donald Trump at the White House. The meeting was held to discuss revitalizing American jobs and wages against multi-state attacks on workers’ rights.

Earlier in the day, the President signed an Executive Order withdrawing the United States from the Trans-Pacific Partnership (TPP), a deal opposed by American working families across the country and throughout the labor movement.

Below is a statement from General President Sellers on his meeting with President Trump.

“I was joined by SMART Government Affairs Director Steve Dodd and Vice President, Vice President Gary Masino in a meeting with President Trump and Building Trades leaders at his first work day in the Oval Office. Throughout, we were regarded with respect and courtesy.

“We met with the President to hold a frank and honest discussion about the issues that lie at the heart of what our members and working families have on their minds: jobs, income security and the ability to get ahead in today’s economy. We commend the President for moving ahead on the issue of foreign trade deals as he promised during his campaign.

“Our members know that we must get to work on rebuilding our American infrastructure. We look forward to working with the new administration as he turns his campaign promises into new jobs in order to do just that.

“An investment in our infrastructure wouldn’t just benefit SMART members, it’s an investment in the middle class. It’s not solely roads and bridges—it includes our rail and transit networks, and upgrading schools, hospitals, universities, and energy assets, too.

“We have not always agreed with the President or the Republican Party, our union will support what’s best for our members and America’s working families. We’re ready to roll up our sleeves for our Union, the middle class, and the entire nation.”

www.smart-union.org/tc • www.utuia.org
SMART TD celebrates Black History Month

As SMART TD celebrates Black History Month, let us take a look at a few of the countless contributions of African Americans within the railroad industry.

From engineering, land surveying and building our railways, to innovation and invention in the transportation industry, the significant achievements of African Americans helped revolutionize the American railroad and helped move our nation forward as a global leader in the industrial revolution.

**Inventors**

Andrew Jackson Beard, born a slave in Alabama, became a railroad engineer and invented the Jenny coupler in 1897 after losing a leg using the dangerous link-and-pin system of connecting interlocking jaws, was the first automatic coupler allowing brakemen to avoid having to risk limbs while manually coupling cars.

Elijah McCoy invented an automatic lubricator for oiling steam engines in 1872.

Granville Woods, known as the "Black Edison," was a railroad fireman and locomotive engineer who invented a telegraph system in 1887 that was used to communicate between trains and tower telegraphers to advise the distance between moving trains. He also invented overhead electric conducting lines in 1888—now known as catenary wires; and a railroad air brake in 1902.

**Engineers**

The men and women below are the first-recorded African American locomotive engineers who paved the way for others:

**William A. Riley Sr.**, the first African American to be hired at Union Pacific's Bailey Yard in North Platte, Neb. Riley died out with UP in October 1968.

"Bill fought racism with grace and dignity, and earned the respect of his peers through hard work and professionalism," Mrs. Riley told UP.

Riley was inducted into The Golden Spike Visitors' Center and Museum Hall of Fame as a member of the railroad's 1869-1889 "Railroad of Firsts."

**Justus explains her job from the cab of a UP locomotive.**

Edwina Justus was the first African American engineer to work for Union Pacific. Justus began her career at UP in 1973 as a clerk at one of the Omaha, Neb., facilities. In 1976, Justus applied for an opening as a fireman in North Platte, Neb. The job required applicants to expect to get the position, but she was hired.

Justus was trained in Cheyenne, Wyo., where she met her husband, Arthur, who was also an engineer. She worked for 22 years as an engineer, before she retired in 1998 and moved back to Omaha.

Brenda Webb was one of three women who were the first to pass Cheesie's (now CSX) six-month locomotive engineering training school in 1979. Webb was the first African American woman to be hired by Chessie as a locomotive engineer. She began her career with Chessie as a clerk in Baltimore.

As a yard clerk, I had the opportunity to talk to locomotive crews everyday. They told me what the job was like. I worked. I believed I had a hard time with the electric field, but I was determined to keep up. I studied more during the five weeks of classroom work than I ever did in high school. The happiest day of my life was when I got my promotion."

**Railroad Union Leaders**

Thomas Redd, born in 1865, was a brake-man on the Illinois Central Railroad. Redd helped found the Association of Colored Railway Trainmen and Locomotive Firemen (ACRT) in 1912. In 1920, Redd became chairman of the association and died of congestive heart failure during the five weeks of classroom work than he ever did in high school. The happiest day of my life was when I got my promotion."

The Bureau of Labor Statistic's 1936 Handbook of American trade-unions noted, "Negroes are ineligible for membership in most of the standard railroad unions and have therefore formed their own, somewhat sporadically and for the most part locally."

Redd decided to try to form a national movement, hoping for strength and recognition from having more members. A publicity campaign was carried on through the Negro press and Redd was determined to keep up. I studied more during the five weeks of classroom work than I ever did in high school. The happiest day of my life was when I got my promotion."

**Shores**

The first African American female hired by Chessie.

"As a yard clerk, I had the opportunity to talk to locomotive crews everyday. They told me what the job was like. I worked. I believed I had a hard time with the electric field, but I was determined to keep up. I studied more during the five weeks of classroom work than I ever did in high school. The happiest day of my life was when I got my promotion."

Shores is also noted in history as one of the few black attorneys in Alabama and the first to represent his own clients in court in Alabama (most blacks performed the back-ground work of a case and handed it over to white attorneys to take the cases to trial). In his fight for civil rights, Shores faced threatening letters, bomb blasts, and at least three tanks at his home.

Shores is now remembered and admired in Birmingham, Ala., for his role in bridging the gap between whites and blacks.

"Bill fought racism with grace and dignity, and earned the respect of his peers through hard work and professionalism," Mrs. Riley told UP.

John Wesley Whittaker began his railroad career as a youth with a summer job on the Georgia Northern Railroad. During World War II, he worked as a railroad fireman and became one of the famed Tuskegee Airmen.

After the war, Whittaker became a locomotive fireman on the Southern Railway and became one of the founders of the IARE.

In 1964, Whittaker became the Central of Georgia's first African American locomotive engineer. Later on, he was promoted to foreman of engines on the Southern Railway and became the railroad's first African American transportation officer. He went on to serve on the board of directors and as a consultant to various railroad unions.

Whittaker retired in 1981 as a trainmaster. On Oct. 30, 2001, Norfolk Southern named its new intermodal terminal in Austell, Ga., after Whittaker. At the dedication ceremony, Whittak er said: "I am deeply honored to have my name on this facility, but I did not achieve all these things alone. We knew we were doing the right thing and we kept moving forward. We were trying to help ourselves and our families and pave the way for others."

Whittaker died Feb. 27, 2002, in Moultrie, Ga., at the age of 80.

Whittaker's son, John Wesley Jr., served as general counsel for the IARE in the 1970s and 80s.

Whittaker was inducted into the National Railroad Hall of Fame in 1998. His contributions to the railroad industry have been recognized with numerous awards, including the National Railroad Hall of Fame's Legacy Award in 2002.

Shores is also remembered and admired in Birmingham, Ala., for his role in bridging the gap between whites and blacks.

Whittaker died Dec. 16, 1996 at the age of 92.

**ARLTD News**

February 2017 SMART TD News

---

www.smart-union.org/td • www.utuia.org
Arizona

Left: Arizona State Legislative Director Scott Jones stands with Local 1081 member and Ariz. House Representative Richard Andrade on the floor of the House on voting day, 2/13/17.

SMART TD member (Local 1081) and Ariz. House Representative Richard Andrade introduced a two-person crew bill last year that died in committee. Nevertheless, it caught the attention of Union Pacific and BNSF. As a result, both railroads significantly increased their PAC support to state candidates in 2016, State Legislative Director Scott Jones said.

Arizona Secretary of State records show 22 of the 30 State Senators and 44 of the 60 House Representatives (both democrats and republicans) received contributions from the two railroads.

Jones said as a result of the railroad’s contributions, he and Andrade faced an uphill battle trying to gain co-sponsors for this year’s two-person crew bill. All bills needed to be submitted by Feb. 10 to be considered and members of both parties refused to sponsor the bill this year.

Colorado

Colorado State Legislative Director Carl Smith reported that the Colo. Southwest Chief Commission is determined to get passenger rail along the Interstate 25 corridor and Colorado’s Front Range.

Projections of population growth to 5.9 million people by 2020 and 7.1 million by 2050, requires that the state look beyond expanding interstates to passenger rail to support the population growth and subsequent transportation needs.

The commission has been working since 2014 to find ways to preserve and expand Amtrak’s long-distance route that runs through the state. The commission is scheduled to disband this summer, but a new bill was introduced Jan. 31 to continue and expand the group’s mission.

Missouri passes Right-to-Work, N.H. House says NO!

The state of Missouri recently passed a right-to-work (for less) bill and Mo. Governor Eric Greitens (R) signed the bill into law Feb. 6, making Missouri the 28th state to pass right-to-work legislation.

In a close vote, the New Hampshire State Senate voted 12-11 to pass right-to-work legislation. The bill then went to the Republican-controlled House for a vote and was expected to pass. The bill surprisingly failed in the House 200-177, with 32 Republicans voting nay for the measure.

The State House went even further and voted to indefinitely postpone consideration of right-to-work. This means that the N.H. House cannot vote on another Right-to-Work bill for the next two years.

N.H. Governor Chris Sununu (R) was expected to sign the bill into law Feb. 6, making Missouri the 28th state to pass right-to-work legislation.

According to the AFL-CIO, states that have enacted these so-called right-to-work laws have lower wages and incomes (about $6,000 less per year); higher poverty rates; higher work-related injuries; workers are less likely to get health insurance and pay higher premiums; higher health care costs; higher workplace fatality rates by 49 percent; and lower investments in education. These laws not only hurt unions, but the members who depend on the union as well.

Right-to-Work introduced in Ohio House


If passed, H.B. 53 would allow public sector employees to opt-out of joining a union or paying union dues, and would eliminate state-mandated “fair share” or agency fees used for collective bargaining purposes. Current state law allows collective bargaining agreements to require collection of “fair share” fees from non-union employees.

The measure would also enable unions to opt-out of representing employees who choose not to join.

The bill was introduced with 12 co-sponsors, all Republican. It’s currently unclear how far the legislation will go after Ohio voters overwhelmingly rejected another right-to-work bill, Senate Bill 5 (S.B. 5) in 2011. Since then legislators have been hesitant to re-introduce right-to-work legislation in the state.

Republican Governor John Kasich has said that right-to-work is not on his agenda since S.B. 5 was repealed by voters. What’s more is that Ohio legislators have begun to question the need for right-to-work laws since statistics have shown that they don’t lead to job growth as originally promised. Ohio legislators also say that Ohio voters made their views clear on right-to-work legislation.

H.B. 53 has been referred to the House Finance Committee where it will be decided whether or not to bring the bill to the House floor to be voted on.

Wisconsin

Wisconsin State Legislative Director Craig Peacock reported that SMART TD sent two letters to the Federal Railroad Administration (FRA) describing concerns about two incidents in which trains experienced false proceed signal failures on two Canadian National (CN) trains.

The first incident occurred at Antioch, Ill., where a train experienced a false proceed signal failure that was allegedly caused by interference. The second false proceed signal failure occurred at control point Shooks South (CP Shooks South) at Fond du Lac, Wis., as a result of CN signal personnel not properly testing the signal system prior to returning it to service, causing wiring errors to be missed.

As a result of the letters sent by National Legislative Director John Risch concerning these two incidents, CN was issued two citations by the FRA for noncompliance with 49 CFR Section 236.4, Indication locking, for not performing indication locking prior to returning the signal system to service.

Washington

Washington State Legislative Director Herb Krohn reported that three transportation bills have been introduced in the state’s House. The three bills introduced concern crew van safety, crew consist and yardmaster hours-of-service.

House Bill 1105 (H.B. 1105), a crew van safety bill, came about after multiple railroad workers were killed in crew van accidents in the state. The bill calls for safer vehicles, carriers and their subcontractors to be more responsible, and for a requirement that the subcontractors and/or railroads be required to carry underinsured motorist coverage to compensate the worker and/or families of the worker when accidents occur.

The bill has 27 sponsors. On Feb. 20, the bill was passed out of the House Committee on Transportation and will now head to the House floor.

House Bill 1669 (H.B. 1669), the state’s crew consist bill, will require a two-person crew in the cab of a locomotive and establish a requirement for three- or four-person crew consist on high-hazard trains if passed. As introduced, the bill has 47 sponsors. The bill was referred to the Labor & Workplace Standards Committee where it was passed on Feb. 13 and will now head to the House floor for a vote. The Senate has a similar bill, S.B. 5846, that was referred to the Senate’s Transportation committee. No action has been taken on the Senate version at this time.

House Bill 1670 (H.B. 1670), if passed, will regulate hours-of-service for yardmasters and prohibit carriers from disrupting a yardmasters’ rest period. The bill would require that yardmasters not work for more than 12 hours, after which the employee must have 10 hours of rest. The bill also states that employees cannot go on duty if having worked six consecutive days without the employee has had at least 48 consecutive off-duty hours. If the employee works seven consecutive days, then the employee must have 72 consecutive off-duty hours.

At the time of introduction, the bill had 37 sponsors. It was referred to the Labor & Workplace Standards Committee where it passed. The bill now heads to the House floor for a vote.

Do you want your state to be featured in State Watch? Submit your legislative stories and photos to SMART Transportation Division by emailing: news_td@smart-union.org

Keep in mind that some months, we receive more information than we can publish and we try to use the most time-sensitive material first.
rail member may be eligible for death, disbursement insurance

Active and retired railroad employees covered under The Railroad Employees’ National Health and Welfare Plan, or the NRC/UTU Health and Welfare Plan, may be eligible for Life and Accidental Death and Disbursement Insurance. To find out if you may be eligible for this benefit, use the MetLife website to complete a beneficiary form. The insurance plan pays $2,000 for the death of the insured individual. Active employees may be covered by this insurance, as well as retired employees who have elected to receive it.

Railroad Retirement annuities not taxable by state

According to Section 14 (45 U.S.C. Section 221m) of the Railroad Retirement Act, retirement annuities are not taxable for individual state income tax purposes.

Bruce Rodman, of the Public Affairs/Office of Administration of the U.S. Railroad Retirement Board, said, “Both of our primary enabling statutes – the Railroad Retirement Act and the Railroad Unemployment Insurance Act – specifically exempt the benefits paid under them from state income taxes.”

“If a person doesn’t know this – and sometimes this might stem from people using free tax-prep software or obtaining volunteer assistance in filing their returns – and declares it as taxable income, the state tax collection agencies probably won’t know any better.”

The Railroad Retirement Board (RRB) also states on its FAQ section (see #18) of their website that railroad retirement, unemployment and sickness benefits paid by the RRB are not subject to state income tax. However, these benefits are taxable on the federal level.

Many tax preparers and even states are not aware of these statutes and may attempt to tax your annuities. It is up to us to make sure that our annuities are not taxed by the states in which we live.

The Final Call

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

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Knight, Allen S.</td>
<td>Killen, Ala.</td>
</tr>
<tr>
<td>29</td>
<td>Dowd, John J.</td>
<td>Ridge, N.Y.</td>
</tr>
<tr>
<td>113</td>
<td>Hase, Elmer H.</td>
<td>Surprise, Ariz.</td>
</tr>
<tr>
<td>256</td>
<td>Casselbury, Wayne R.</td>
<td>High Point, N.C.</td>
</tr>
<tr>
<td>284</td>
<td>Shultz, James E.</td>
<td>Cleveland, Ohio</td>
</tr>
<tr>
<td>292</td>
<td>Bisha, Gordon W.</td>
<td>Houston, Texas</td>
</tr>
<tr>
<td>311</td>
<td>Wittmer, Henry C.</td>
<td>Omalaska, Wis.</td>
</tr>
<tr>
<td>320</td>
<td>Zisler, John L.</td>
<td>Sanford, Mich.</td>
</tr>
<tr>
<td>322</td>
<td>Bergdoff, Roger K.</td>
<td>Muskego, Wis.</td>
</tr>
<tr>
<td>375</td>
<td>Baer, Riethhold R.</td>
<td>Moberidge, S.D.</td>
</tr>
<tr>
<td>490</td>
<td>Turner, Robert E.</td>
<td>Huntingtonburg, Ind.</td>
</tr>
<tr>
<td>201</td>
<td>O’Brien, William G.</td>
<td>Delano, Minn.</td>
</tr>
<tr>
<td>297</td>
<td>Palmer, William E.</td>
<td>Longview, Tex.</td>
</tr>
<tr>
<td>297</td>
<td>Puchalski, Edward</td>
<td>Minneapolis, Minn.</td>
</tr>
</tbody>
</table>

Note: Medicare also has quality-based payment programs that can affect the amount physicians are paid.

Claim: Medicare hospitals will ration care according to the patient’s age.

Answer: FALSE. Medicare does not have an age limit when it comes to receiving medically necessary services.

Claim: The government requires only if the beneficiary’s medical condition, safety or health would be significantly and directly threatened if care was not given.

Answer: FALSE. The decision to admit a patient is a complex and multifaceted process, and the government does not require this level of judgment.

Rail members may be eligible for death, disbursement insurance

Active and retired railroad employees covered under The Railroad Employees’ National Health and Welfare Plan, or the NRC/UTU Health and Welfare Plan, may be eligible for Life and Accidental Death and Disbursement Insurance. To find out if you may be eligible for this benefit, use the MetLife website to complete a beneficiary form. The insurance plan pays $2,000 for the death of the insured individual. Active employees may be covered by this insurance, as well as retired employees who have elected to receive it.

Railroad Retirement annuities not taxable by state

According to Section 14 (45 U.S.C. Section 221m) of the Railroad Retirement Act, retirement annuities are not taxable for individual state income tax purposes.

Bruce Rodman, of the Public Affairs/Office of Administration of the U.S. Railroad Retirement Board, said, “Both of our primary enabling statutes – the Railroad Retirement Act and the Railroad Unemployment Insurance Act – specifically exempt the benefits paid under them from state income taxes.”

“If a person doesn’t know this – and sometimes this might stem from people using free tax-prep software or obtaining volunteer assistance in filing their returns – and declares it as taxable income, the state tax collection agencies probably won’t know any better.”

The Railroad Retirement Board (RRB) also states on its FAQ section (see #18) of their website that railroad retirement, unemployment and sickness benefits paid by the RRB are not subject to state income tax. However, these benefits are taxable on the federal level.

Many tax preparers and even states are not aware of these statutes and may attempt to tax your annuities. It is up to us to make sure that our annuities are not taxed by the states in which we live.

The Final Call

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

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Knight, Allen S.</td>
<td>Killen, Ala.</td>
</tr>
<tr>
<td>29</td>
<td>Dowd, John J.</td>
<td>Ridge, N.Y.</td>
</tr>
<tr>
<td>113</td>
<td>Hase, Elmer H.</td>
<td>Surprise, Ariz.</td>
</tr>
<tr>
<td>256</td>
<td>Casselbury, Wayne R.</td>
<td>High Point, N.C.</td>
</tr>
<tr>
<td>284</td>
<td>Shultz, James E.</td>
<td>Cleveland, Ohio</td>
</tr>
<tr>
<td>292</td>
<td>Bisha, Gordon W.</td>
<td>Houston, Texas</td>
</tr>
<tr>
<td>311</td>
<td>Wittmer, Henry C.</td>
<td>Omalaska, Wis.</td>
</tr>
<tr>
<td>320</td>
<td>Zisler, John L.</td>
<td>Sanford, Mich.</td>
</tr>
<tr>
<td>322</td>
<td>Bergdoff, Roger K.</td>
<td>Muskego, Wis.</td>
</tr>
<tr>
<td>375</td>
<td>Baer, Riethhold R.</td>
<td>Moberidge, S.D.</td>
</tr>
<tr>
<td>490</td>
<td>Turner, Robert E.</td>
<td>Huntingtonburg, Ind.</td>
</tr>
</tbody>
</table>

Note: Medicare also has quality-based payment programs that can affect the amount physicians are paid.

Claim: Medicare hospitals will ration care according to the patient’s age.

Answer: FALSE. Medicare does not have an age limit when it comes to receiving medically necessary services.

Claim: The government requires only if the beneficiary’s medical condition, safety or health would be significantly and directly threatened if care was not given.

Answer: FALSE. The decision to admit a patient is a complex and multifaceted process, and the government does not require this level of judgment.

Rail members may be eligible for death, disbursement insurance

Active and retired railroad employees covered under The Railroad Employees’ National Health and Welfare Plan, or the NRC/UTU Health and Welfare Plan, may be eligible for Life and Accidental Death and Disbursement Insurance. To find out if you may be eligible for this benefit, use the MetLife website to complete a beneficiary form. The insurance plan pays $2,000 for the death of the insured individual. Active employees may be covered by this insurance, as well as retired employees who have elected to receive it.

Railroad Retirement annuities not taxable by state

According to Section 14 (45 U.S.C. Section 221m) of the Railroad Retirement Act, retirement annuities are not taxable for individual state income tax purposes.

Bruce Rodman, of the Public Affairs/Office of Administration of the U.S. Railroad Retirement Board, said, “Both of our primary enabling statutes – the Railroad Retirement Act and the Railroad Unemployment Insurance Act – specifically exempt the benefits paid under them from state income taxes.”

“If a person doesn’t know this – and sometimes this might stem from people using free tax-prep software or obtaining volunteer assistance in filing their returns – and declares it as taxable income, the state tax collection agencies probably won’t know any better.”

The Railroad Retirement Board (RRB) also states on its FAQ section (see #18) of their website that railroad retirement, unemployment and sickness benefits paid by the RRB are not subject to state income tax. However, these benefits are taxable on the federal level.

Many tax preparers and even states are not aware of these statutes and may attempt to tax your annuities. It is up to us to make sure that our annuities are not taxed by the states in which we live.

The Final Call

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

<table>
<thead>
<tr>
<th>Local</th>
<th>Name</th>
<th>City/State</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Knight, Allen S.</td>
<td>Killen, Ala.</td>
</tr>
<tr>
<td>29</td>
<td>Dowd, John J.</td>
<td>Ridge, N.Y.</td>
</tr>
<tr>
<td>113</td>
<td>Hase, Elmer H.</td>
<td>Surprise, Ariz.</td>
</tr>
<tr>
<td>256</td>
<td>Casselbury, Wayne R.</td>
<td>High Point, N.C.</td>
</tr>
<tr>
<td>284</td>
<td>Shultz, James E.</td>
<td>Cleveland, Ohio</td>
</tr>
<tr>
<td>292</td>
<td>Bisha, Gordon W.</td>
<td>Houston, Texas</td>
</tr>
<tr>
<td>311</td>
<td>Wittmer, Henry C.</td>
<td>Omalaska, Wis.</td>
</tr>
<tr>
<td>320</td>
<td>Zisler, John L.</td>
<td>Sanford, Mich.</td>
</tr>
<tr>
<td>322</td>
<td>Bergdoff, Roger K.</td>
<td>Muskego, Wis.</td>
</tr>
<tr>
<td>375</td>
<td>Baer, Riethhold R.</td>
<td>Moberidge, S.D.</td>
</tr>
<tr>
<td>490</td>
<td>Turner, Robert E.</td>
<td>Huntingtonburg, Ind.</td>
</tr>
</tbody>
</table>
In 1991, he was elected to the UTU's executive board and in 1994, Kramer was appointed to the chairperson, general chair - retied alternate vice president, bus – west, died January 20, 2017. Kramer began his career as a bus operator for Laidlaw Transit in San Francisco, Local 1741, he served as president of the general chairperson, general chairperson and delegate. In 1991, he was elected to the UTU's executive board and in 1994, Kramer was appointed to the position of alternate vice president, bus – west by the UTU board of directors. He was elected to that position at the 1995 UTU convention.

**March**

**Friday, March 10 – Baldwin Park, Calif.**
Courney by Marriott
14635 Baldwin Park Towne Center
Baldwin Park, CA 91706

**Friday, March 17 – Oakland, Calif.**
Ronald V. Dellums Federal Building
5th Floor, North Tower
Conference Room H
1301 Clay Street
Oakland, CA 94612

**Friday, March 24 – Baltimore**
DoubleTree by Hilton
Baltimore North-Pikesville
1736 Reisterstown Rd.
Baltimore, MD 21208

**Friday, March 31 – Birmingham, Ala.**
Birmingham/Udfield Convention Complex-Federal Medical Bldg.
Meeting Room B
950 22nd St. North
Birmingham, AL 35203

**April**

**Friday, April 7 – St. Louis**
Holiday Inn-Forest Park
5815 Wilson Ave.
St. Louis, MO 63110

**Friday, April 8 – Nashville, Tenn.**
The Inn at Opryland
2401 Music Valley Dr.
Nashville, TN 37214

**Friday, April 11 – Romulus, Mich.**
Holiday Inn Romulus
8400 Merriman
Romulus, MI 48174

**May**

**Friday, May 5 – Lakewood, Colo.**
Holiday Inn Denver Lakewood
7390 W. Hampden Ave.
Lakewood, CO 80227

**Friday, May 5 – Kansas City**
Sheet Metal Workers Local Union No. 2
2902 Blue Ridge Blvd.
Kansas City, MO 64129

**FRIDAY, May 12 – Little Rock Ark.**
Comfort Inn & Suites
707 Interstate 30
Little Rock, AR 72202

**Friday, May 12 – Ashland, Neb.**
Eugene T. Mahoney State Park
28500 West Park Highway
Ashland, NE 68003

**Friday, May 19 – Parma, Ohio**
Sheet Metal Worker's Local #33
12515 Corporate Dr.
Parma, OH 44130

**Friday, May 19 – Williamsburg, Va.**
Fort Magruder Hotel & Conference Center
9457 Pocahontas Trail
Williamsburg, VA 23186

**June**

**Friday, June 9 – Indianapolis**
LaQuinta Inn & Suites
5120 Victory Dr.
I-465 & South Emerson Dr.
Indianapolis, IN 46203

**Friday, June 16 – Tinley Park, Ill.**
Tinley Park Convention Center
18451 Convention Center Dr.
Tinley Park, IL 60477

**Friday, June 16 – Fargo, N.D.**
U.S. Post Office/Federal Building
657 2nd Ave. N. • Room 319
Fargo, ND 58102

**Friday, June 23 – Barbourville, Va.**
Holiday Inn Hotel and Suites
3551 U.S. Route 60E
Barbourville, VA 25504

**Friday, June 23 – Portland, Ore.**
Embassy Suites Portland Airport
7000 NE 82nd Ave.
Portland, OR 97220

Can't attend these conferences? View powerpoint slides presented at these workshops and other handouts here.

For more information on informational conferences held by the Railroad Retirement Board, visit their website at www.rrb.gov or call toll free 877-772-5772 or TTY 312-751-4701.

Visit the website below for more information or to register: Online registration for each informational conference will be available 60 days prior to the date of the conference.
[https://www.rrb.gov/imo/info_conf.asp](https://www.rrb.gov/imo/info_conf.asp)

**Former Alt. Bus Vice President Seymour Kramer**

Seymour Kramer, 70, retired alternate vice president, bus – west, died January 20, 2017.

Kramer began his career as a bus operator for Laidlaw Transit in San Francisco in 1970. As a member of Local 1741, he served as president of the general chairperson, general chairperson and delegate.

In 1991, he was elected to the UTU's executive board and in 1994, Kramer was appointed to the position of alternate vice president, bus – west by the UTU board of directors. He was elected to that position at the 1995 UTU convention.

During his time as general chairperson and alternate vice president, Kramer was involved with many contract negotiations and assisted in organizing properties that are still part of the bus department today.

In 1996, Kramer left his post as alt. vice president and later served as chairperson for the California State Mediation and Conciliation Service.

Kramer is survived by his wife, Laurie Goldsmith; daughters Hannah and Sasha Kramer; sister Karen Florman and many friends.

Condolences may be left at:

**Scams targeting taxpayers**

**IRS impersonation telephone scams**

An aggressive and sophisticated phone scam targeting taxpayers, including recent immigrants, has been making the rounds throughout the country. Callers claim to be employees of the IRS, but are not. These con artists can sound convincing when they call. They use false names and IRS identification badge numbers. They may know a lot about their targets, and they usually alter the caller ID to make it look like the IRS is calling.

Victims are told they owe money to the IRS and it must be paid promptly through a pre-loaded debit card or wire transfer. If the victim refuses to cooperate, they are threatened with arrest, deportation or suspension of a business or driver’s license. In many cases, the caller becomes hostile and insulting. Victims may also be told they have a refund due to try to trick them into sharing private information. If the phone isn’t answered, the callers often leave an “urgent” callback request.

Note that the IRS will never:

- Call to demand immediate payment using a specific payment method such as a pre-paid debit card, gift card or wire transfer. The IRS will first mail you a bill if you owe any taxes.
- Threaten to immediately bring in local police or other law-enforcement groups to have you arrested for not paying.
- Demand that you pay taxes without giving you the opportunity to question or appeal the amount they say you owe.
- Ask for credit or debit card numbers over the phone.

Remember: Scammers change tactics -aggressive and threatening phone calls by criminals impersonating IRS agents remain a major threat to taxpayers, but variations of the IRS impersonation scam continue year-round and they tend to peak when scammers find prime opportunities to strike.

**Surge in email, phishing and malware schemes**

The IRS has issued several alerts about the fraudulent use of the IRS name or logo by scammers trying to gain access to consumers’ financial information in order to steal their identity assets. Scammers use the regular mail, telephone, fax or email to set up communications from the IRS or others in the tax industry, including tax software companies. These phishing schemes can ask taxpayers about a wide range of topics. Emails can seek information related to refunds, filing status, confirming personal information, ordering transcripts and verifying PIN information.

Variations of these scams can be seen via text messages, and the communications are being reported in every section of the country. The IRS is aware of email phishing scams that appear to be from the IRS and include a link to a bogus web site intended to mirror the official IRS site. These emails contain the direction “you are to update your IRS e-file immediately.” The emails mention USA.gov and IRS.gov (without a dot between “IRS” and “gov”), though notably, not IRS.gov (with a dot). These emails are not from the IRS.

The sites ask for Social Security numbers and other personal information, which could be used to help file false tax returns. The sites also may carry malware, which can infect computers and allow criminals to access your files. These emails also may carry malware, which can infect computers and allow criminals to access your files.
SMART TD releases 2017 regional meeting details

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

**SAN ANTONIO**

Hotel Information: The Western regional meeting will be held June 12-14, at Grand Hyatt San Antonio Hotel in San Antonio. The cost for rooms in San Antonio is $185 per night for standard single/double sleeping rooms.

To make your room reservations at the Grand Hyatt San Antonio hotel, call 1-800-233-1234 and mention reservation code: SMART TD Transportation Division Regional Meeting.

To make your reservations online visit: https://aws.passkey.com/goto/SmartUnion2017

Parking: Self-Parking - $14.50 (regularly $29.00)

United Airlines Discount:
- Valid Dates: 06/07/17 - 06/17/17
- Offer Code: ZY4DB10745
- Z code: ZY4D

Agreement Code: 810745

Book online: www.united.com

Phone reservations call: 800-426-1122

**NEW YORK CITY**

Hotel Information: 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 New York City is $189 per night for standard single/double sleeping rooms.

Call 1-888-627-7067 for reservations and mention reservation code: SMART or 2017 Union Transportation Division.

To make your reservations online visit: https://www.starwoodmeeting.com/BookSMART2017

Parking:
- Self-Parking: not available
- Valet Parking: $65.00

United Airlines Discount:
- Valid Dates: 07/05/17 - 07/15/17
- Offer Code: ZY4DB10745
- Z code: ZY4D

Agreement Code: 810745

Book online: www.united.com

Phone reservations call: 800-426-1122

**SMART TD mourns loss of Brother John Hines: African American trailblazer in rail industry & labor**

John Henry Hines Jr., 69, of North Olmsted, Ohio, passed away on Jan. 31. He was a local 924 member and a trailblazer in the rail industry and in African American labor history.

Hines was born in Birmingham, Alabama, on Jan. 11, 1948. He was a graduate of Selma High School and Auburn University. He married his high school sweetheart, Dodie, on June 25, 1971, and they had three children: John Patrick, Jacob and Levenia. Hines had 14 grandchildren and three great-grandchildren.

Hines worked for the Seaboard Coast Line Railroad for 19 years, until 1974, when he was laid off due to a coal strike. He later worked for the Norfolk and Western Railroad. He passed away from natural causes.

Hines was a prominent figure in the SMART Transportation Division, serving as a member of the SMART Transportation Division's Finance Committee and as a delegate to the SMART Transportation Division's convention.

He was a sought-after speaker and was sought out by those who sought to understand the history of African American railroad workers.

He is survived by his wife, Karen; two sons, John Patrick and Jacob; two daughters, Jackie (Dan) Cook and Jessica (Brandon) Grimmett; three grandchildren, Lucy, Calvin and Olive; a sister, Marcie (Kelly) Roberts; and a brother, Clifford Schneider.

Hines was a member of Local 950 in Spokane, Wash., and has been a member of SMART Transportation Division for over 50 years.

He was a dedicated union member and a passionate advocate for the rights of African American railroad workers.

A funeral service will be held on Feb. 4 at the Frank E. Ridenour Funeral Home in North Olmsted, Ohio. Burial will be at Glenwood Cemetery in North Olmsted, Ohio. A memorial service will be held at a later date.

SMART TD extends its condolences to the Hines family, friends and members of Local 950.

**SMART TD announces treasurer’s workshop for April 2017**

SMART Transportation Division will be conducting a Treasurer’s Workshop at the SMART TD Headquarters located in North Olmsted, Ohio, April 25-27, 2017.

SMART TD extends its condolences to the Hines family, friends and members of Local 950.

SMART TD announces treasurer’s workshop for April 2017

SMART Transportation Division will be conducting a Treasurer’s Workshop at the SMART TD Headquarters located in North Olmsted, Ohio, April 25-27, 2017.

SMART TD announces treasurer’s workshop for April 2017

SMART Transportation Division will be conducting a Treasurer’s Workshop at the SMART TD Headquarters located in North Olmsted, Ohio, April 25-27, 2017.

SMART TD announces treasurer’s workshop for April 2017

SMART Transportation Division will be conducting a Treasurer’s Workshop at the SMART TD Headquarters located in North Olmsted, Ohio, April 25-27, 2017.

SMART TD announces treasurer’s workshop for April 2017

SMART Transportation Division will be conducting a Treasurer’s Workshop at the SMART TD Headquarters located in North Olmsted, Ohio, April 25-27, 2017.
Ann Begeman replaces Elliott as STB Chairman

By Langston Hughes

Dusk dark
On Railroad Avenue.
Lights in the fish joints,
A box-car some train. Has forgotten
In the middle of the Block,
A player piano.
A victoria.
A sax.
Was the number.
A boy
Lounging on a corner.
A passing girl.

Railroad Avenue

With purple powdered skin.
Laughter
Suddenly
Like a taut drum.
Laughter
Suddenly
Neither truth nor lie.
Laughter
Hardening the dusk dark evening.
Laughter
Shaking the lights in the fish joints,
Rolling white balls in the pool rooms,
And leaving untouched the box-car.
Some train has forgotten.

Unity propels results in N.Y.

Continued from page 1

partisan support to implement the LIRR improvements and other projects within the Governor’s broad initiative. Most Democratic and Republican political officials are on board with the LIRR plan.

A current $387 million project will add a second track to expand service on 18 miles of the LIRR main line’s east end. After that job is completed, the railroad will add 9.8 miles of track on that same main line to further improve service between the suburbs of Long Island, Queens and Manhattan.

The increased capacity will provide drastic improvements in key areas: serving reverse commuters; relieving congestion; and feeding the ongoing East Side Access project to bring more service into Grand Central Station.

“The bold and aggressive plan is not only making the largest commuter railroad in the country better and more efficient, it is creating jobs and more work for our members and the members of other trade unions,” said Simon. Simon has worked closely with the Governor’s office, MTA Chairman Tom Prendergast, local politicians and other labor leaders to ensure everybody benefits from this unprecedented capital plan at the MTA.

Governor Cuomo said, “New York is undertaking the nation’s most ambitious infrastructure plan to ensure that we have a transportation system that is built to meet the commuter demands of the 21st century and provide an enhanced travel experience for all.”

“The men and women of the SMART Transportation Division on the LIRR, led by Anthony Simons, are invaluable assets as we work together toward a safer, more efficient transit system for all New Yorkers,” Cuomo added. SMART Sheet Metal Local 137 has also been working with Simon and legislators to secure work for SMART members on this project.

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 and photos to SMART Transportation Division by email to: news_td@smart-union.org

Published bi-monthly (with two extra issues per year in May and July each year for a total of eight issues) by SMART TD, 24950 COUNTRY CLUB BLVD., SUITE 340, NORTH OLMSTED, OH 44070-5333 - Periodicals postage paid at Cleveland, Ohio, and additional mailing offices • John Previsich, SMART Transportation Division President • This publication available on microfilm from National Archive Publishing, P.O. Box 998, Ann Arbor, MI 48106.


www.smart-union.org/td • www.utuia.org