Ohio Legislative Board holds ‘Right-to-Work is Wrong’ meetings

Alumni member celebrates 100th birthday

Calling all members: Legislative Action needed NOW!

SM ART TD Local 1908 carries the SMART TD banner at parade

SMART TD attends Railroad Day on Capitol Hill

Send your submissions to SMART Transportation Division by emailing: news_td@smart-union.org

Inside this issue of SMART Transportation Division News:
Local 234, Bloomington, Ill.

Local 234 honored Local President Russ Heisel with a brass lantern upon his retirement during a December 2016 local meeting. Brother Heisel has been a member of the local since he hired out in 1974 and has held an elected position nearly the entire time.

Local 240, Los Angeles

Local Chairperson Harry Garvin reported that Local 240 will hold their 17th Annual Rail Classification, 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, a Tri-Tip Bar-B-Q Banquet and prizes. Friends and relatives are welcome. At least one member of your golf foursome must be a railroader.

Reservations can be made by calling Garvin at 308-384-1330 and asking for the SMART TD. Reservations can be made by calling Garvin at 308-530-5766 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 367, Omaha, Neb.

The local’s annual SMART Day at the Races will be held April 21 at 3:00 p.m. at Fonner Park in Grand Island, Neb. Rich Mohr reported that this is the eighth year that the local is holding this event. Members from all over the country are invited to attend SMART TD Local 7 in North Platte, Neb. is donating this year’s race blanket.

There is free seating in the clubhouse available to all guests who RSVP. Food and drinks will be provided. A special room rate is available at the Hotel Grand Conference Center by calling 308-384-1330 and asking for the SMART or UTU rate.

For more information or to RSVP, contact Cliff Gordon at 308-530-5766 or by email at cgor-donute@hotmail.com; or contact Richard Mohr at 308-539-6620 or by email at mohru-te@msn.com.

Local 407, Charleston, S.C.

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 railroader 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 young men 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 Hackenberger designed special Alaska Railroad hats made up with ‘Go Lucas’ on the side with all proceeds going to the family; and in the community the Anchor-age Great Harvest Bread Company set up a program called Loaves 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 Dinsmores’ 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/tmwp3.
SMART TD welcomes two DLC lawyers to represent members

If you are injured on the job, you have powerful rights under the Federal Employers’ Liability Act (FELA). All of SMART TD’s Designated Legal Counsel (DLC) are chosen because they specialize in handling FELA claims and are experienced in dealing with railroad claim agents and railroad lawyers.

SMART Transportation Division has added two lawyers to our DLC teams: Michael C. Terranova and Andrew J. Thompson.

Michael C. Terranova is the grandson of a Union City laborer and the son of a union sheet metal worker. He went to law school at the Chicago Kent College of Law where he focused on labor and employment law. While in law school, Terranova learned the ins and outs of the Railway Labor Act, National Labor Relations Act and FELA. He also worked for a law firm that was involved with collective bargaining agreements and helped injured union workers.

Since being admitted to practice law, Terranova has focused his practice on representing injured union workers. He is a member of the Academy of Rail Labor Attorneys (ARLA) and currently works for the Cogan & Power, P.C. law firm in Chicago.

Members can contact Terranova by calling 312-477-2500 or via email at mterranova@coganpower.com.

To learn more about Terranova, visit www.coganpower.com.

Andrew J. Thompson’s inspiration for advancing on behalf of railroad workers began generations ago, as his great-grandparents, grandparents and many extended family members worked on the railroad and were active in rail unions. He obtained a political science degree, followed by a law degree from Case Western Reserve University.

He began working at the Chattman, Gaines & Stern, L.P.A., law firm where he learned the nuances of railroad law and sharpened his skills as a trial attorney. Thompson has successfully handled railroad cases in state and federal courts in Ohio, New Jersey, Pennsylvania, West Virginia, Florida and Illinois. He has experience handling union labor matters under FELA, the Federal Railroad Safety Act (FRSA), Railway Labor Act and the National Labor Relations Act. Thompson also has experience with negotiating collective bargaining agreements, handling grievances before a Public Law Board and arguing cases in arbitration.

Thompson regularly takes time to attend union meetings and other functions to speak to railroad employees about their legal rights. He is a member of the ARLA and practices law with the Shapero & Roloff Co., L.P.A. in Cleveland.

Members can contact Thompson by calling 216-781-1700, toll-free 800-321-9199; or via email at atompson@shaperoroloff.com.

To learn more about Thompson, visit www.shaperoroloff.com.

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, and events from our members and locals around the country.

SMART TD Members – we need your submissions!

Items to submit for Around the Corner:

- News from your Local!
- Alumni Chapter news!
- News from your state!
- Locals: Events, News, Railties and Fundraisers!
- Member News!
- Member Achievements!
- Member Artwork (original paintings, photos, writings created by members)

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

- Carl’s Corner – Alumni news, info, legislative updates
- 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

Preferred 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.

Operation Lifesaver announces first ever U.S. Rail Safety Week

Operation Lifesaver (OLI), the national, non-profit rail safety education group, announced that it will work with the U.S. Department of Transportation and other organizations to observe the first national Rail Safety Week (RSW), September 24-30, 2017.

“The goal of RSW is to raise awareness across the United States of the need for rail safety education and empower the general public to keep themselves safe near highway-rail grade crossings and railroad rights-of-way,” said OLI President and CEO Bonnie Murphy.

“OLI celebrates its 25th year of existence this year, launching a national Rail Safety Week fits with our ongoing mission of reducing collisions, fatalities and injuries at highway-rail crossings,” she said.

“It’s imperative that the Federal Railroad Administration (FRA), Operation Lifesaver and railroads continue to partner to educate the public about the dangers at grade crossings and trespassing on railroad tracks,” said Karl Alexy, FRA Director, Office of Safety Analysis. “Too many people unnecessarily lose their lives each year because they try to beat a train at a crossing. We need education campaigns like Rail Safety Week to change behaviors among pedestrians and motorists.”

Operation Lifesaver is working with the FRA, Federal Highway Administration, and Federal Transit Administration, alongside safety partners in federal and state government, the railroad industry and other safety-minded organizations on an awareness campaign, local events, and distributing safety tips for pedestrians, drivers, transit riders and passenger rail users throughout Rail Safety Week, Murphy said.

“About every three hours in the U.S., a person or vehicle is hit by a train,” Murphy explained. “While sustained federal and private investment in engineering, enforcement and education on safety at highway-rail crossings has led to an 83 percent drop in collisions at these intersections over the past four decades, hundreds of Americans are still killed or injured each year. We look forward to working with a broad range of partners to save lives through our Rail Safety Week efforts.”

SMART TD announces treasurers’ workshop for April 2017

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

Attendance is limited to 35 registrants. Attendees will be accepted on a first-come basis. Those interested in attending are instructed to contact Alyssa Patchin by calling (216) 228-9400, or by email at apachin@smart-union.org as soon as possible to reserve a spot in the class.

While all treasurers will likely benefit from this workshop, newly elected treasurers are strongly encouraged to attend. The workshop will provide local treasurers with training on the responsibilities and reporting duties pertaining to the office, including direct receipts and WinStabs. It will also focus on the completion of mandatory filings with the IRS and Department of Labor as well as instructions on completing a monthly billing properly.

Training sessions will be conducted by SMART TD Field Auditors. If possible, attendees should bring a notebook computer and USB flash drive.

The three-day training session is free to attend. Lost time or salary, travel, hotel and meal expenses connected with the treasurer’s attendance may be reimbursed by the local if pre-approved at a local meeting as an allowable expense.
Core issues and members’ voices

I have been visiting locals and work-sites across the country to get feedback from members. This is your union, and to meet your best interests, we must hear from members representing every corner of our great organization. Everyone is affected by developments that occur at the federal level, and wherever we can, we will pursue common concerns across our government, regardless of whom we fight side-by-side with.

“The Railroad Retirement Act has been targeted by anti-labor extremists in Congress. The Congressional Budget Office is looking at options for increasing federal revenue, and one option is raising taxes on benefits received from Railroad Retirement and Social Security.”

In January, SMART was invited to the White House and I had the opportunity to meet with President Trump and his senior staff on his first day in the White House. It was a positive first step. As I stated in my February video message, we will work with anyone, regard-less of party, when our stance on the issues that affect members and working families intersect.

At the same time, we are concerned about the anti-union and anti-worker actions occurring today across several states and in the halls of power in Washington, D.C.

The Railroad Retirement Act, for example, has been targeted by anti-labor extremists in Congress. The Congressional Budget Office is looking at options for increasing federal revenue, and one option is raising taxes on benefits received from Railroad Retirement and Social Security.

“Only together will we move forward as a large, powerful union, committed to staunchly representing each and every member. We will succeed with our combined strength, speaking out with one voice.”

This option would raise hundreds of billions of tax dollars — but disproportionately from members of this union, who are using their own money and resources to fund their retirement. In fact, retired members (and others) who live entirely on RRA or SSI income would see their taxes increased by the greatest percentage of all.

We will listen to the voices of our members. There is no doubt that anti-worker forces now have far greater influence. But we have never shied away from a tough job. In the months and years ahead, we must continue to advance our common cause. To make sure that all our strength is in play, we want to hear from you, in your voice.

I will continue to come to regional and local meetings to hear what you have to say about any of our issues. I look forward to these conversations and assure you that I will listen to — and respect — each viewpoint.

Only together will we move forward as a large, powerful union, committed to staunchly representing each and every member. We will succeed with our combined strength, speaking out with one voice.

We look forward to your feedback. To take action and learn about events as they happen, sign up for our rapid response messaging program by texting “SMART” to 90975. (Phone and data rates may apply.)

Fraternally,

Joseph Sellers Jr.
General President, SMART

Aviation Department News

History of women in Aviation

1908: Mrs. Hart O. Berg became the first American woman to fly as a passenger when she flew for two minutes and seven seconds on a plane flown by Wilbur Wright in France.

1910: Raymonde De La Roche received the first pilot’s license awarded to a woman.

1910: Bessica Raiche made the first accredited solo flight by a woman in the U.S. in a homemade Wright-style airplane built by her and her husband. The aircraft was made of bamboo and silk. Later that year, the Aeronautical Society honored Raiche as America’s first woman aviator.

1911: Harriet Quimby was the first woman to be licensed as an airplane pilot in America. She was also the first woman to fly solo across the English Channel.

1912: After buying her first aircraft from Orville Wright, Ruth Law became the first woman to fly at night. In 1917, she was the first female to be authorized to wear a military uniform, but was denied permission to fly in combat.

1921: Bessie Coleman received the first pilot’s license issued to an African American - male or female - from the Federation of Aeronautique Internationale.

1928: Amelia Earhart became the first woman to fly across the Atlantic ocean as a passenger. In 1932, she became the first woman to fly non-stop and solo across the Atlantic ocean and the

Continued on page 9

Bus Department News

Brothers & Sisters:

Once again, the SMART TD Bus department and our National Legislative office have submitted our comments to the Federal Motor Carrier Safety Administration (FMCSA) concerning the hair testing method of drug testing.

The trucking industry, in opposition to our stance, has petitioned the FMCSA to allow them to utilize hair testing as a method for drug testing their employees.

We are against this for the reasons explained below. The inherent bias in hair testing is an unacceptable defect that can unfairly jeopardize a person’s ability to earn a living. We also believe it is a way for discrimination based on race and hair texture.

The U.S. Department of Health and Human Services (HHS) did not approve for hair to be an alternative specimen for employment drug testing in 2008, citing that more research was needed in order to combat potential concerns.

The Society of Forensic Toxicologists has issued an opinion reaffirming that hair analysis alone is not sufficient technology for workplace drug testing. While efforts to improve hair analysis continue, FMCSA must not accept claims purported to have solved hair testing’s flaws until HHS makes its determination.

We are urging FMCSA to rely on the HHS experts for determining which specimens are suitable for federal drug testing. A method shown to be capable of causing false positive and racially disparate results has no place in federal workplace testing. Therefore, SMART TD along with numerous others, including the ACLU, are urging FMCSA to reject this petition.

In Solidarity,

Calvin Studviant
SMART TD Bus Vice President
973-800-7995
cstudviant@smart-union.org
Thereafter, on March 6, 2017, House Republicans released a draft health care plan that negatively impact every one of our members, extremely anti-labor and its passage would remove the protections against such laws that is currently in the Railway Labor Act. This bill is provides a national right to work law and provisions of H.R. 785 to the Committee on Education and the Workforce. H.R. 785 is a bill that introduced to the House floor. While similar initiatives have been advanced in prior congressional sessions, unions and the people who support the interests of America’s workers have been extremely successful in preserving the gains made on behalf of labor over the past 150 years. This bill is anti-labor and its passage would negatively impact one every one of our members, whether bus, rail or airline. Thereafter, on March 6, 2017, House Republicans released a draft health care plan for review and on March 20, 2017, formally introduced the plan as the American Health Care Act of 2017 (H.R. 1628), referred to by the acronym AHCA and nicknamed variously Trumpcare, RyanCare, and Republicare.

This bill was designed to repeal portions of the Patient Protection and Affordable Care Act, otherwise known as Obamacare. This bill was widely perceived as the “repeal and replace” alternative, however, about the only thing that Congress could agree on with this bill was that it was unworkable and not worthy of a vote. Although we have no doubt that the merits of the bill will be argued at great length, what is inarguable is the harm that the bill’s sponsors intended for those who work for a living and receive health care coverage from their employer. Astonishingly, the bill proposed to eliminate every major tax that the Affordable Care Act had imposed in order to pay for the costs of its coverage, except for one – the tax on employer-provided health plans enjoyed by the working men and women of America. According to the non-partisan Congressional Joint Committee on Taxation, the proposed revisions would give a tax cut of almost $600 billion dollars to the top 2% percent while allowing for the first time a new tax on workers’ health benefits. And then on March 16, 2017, the President released his proposed budget for 2018, revealing several priorities that are extremely harmful to our members who work in the transportation industry. The budget proposes zero dollars for Amtrak, eliminates the Essential Air Service program that provides employment for most of our airline members, and continues the current budget proogram for the funding of local transit that is the livelihood of our bus and transit members.

And finally, CSX has fallen victim to a $300 million shakedown that will have a significant impact on its employees and its customers. Your union, and others, stand ready to fight each and every one of these threats. We have already mobilized at all levels and are having discussions in every forum to protect the interests of our members. We are working against right to work at both the national and state levels; the proposed health care revisions are already dead due to a curious mix of negative support from those who thought it went too far and those who thought it didn’t go far enough. We are working with our friends in congress to reduce and/or eliminate the proposed budget items that are so harmful to our members and we are continuing to mediate the national rail contract with a goal of reaching a voluntary agreement. But we will need your help – we ask that all members sign up for our union news alerts, download the app and check the Legislative Action Center on our website on a regular basis. Stay informed, stay engaged and be ready to act when the need arises!

Fraternally, John Previsich
President, Transportation Division

North Carolina

North Carolina State Legislative Director Ron Ingerick was reappointed to the State Advisory Council on Occupational Safety and Health by the North Carolina Department of Labor (NCCDOL). Ingerick will serve a four-year term beginning Jan. 1, 2017, and ending Dec. 31, 2020. “Your experience and knowledge are an invaluable asset to the mission of the North Carolina Occupational Safety and Health Program, and will certainly help to further the work of this Council,” NCCDOL Commissioner Cherie Berry said in a letter to Ingerick.

Ingerick build on our efforts to promote workplace safety and health in North Carolina.”

Ohio

Ohio State Senator Tom O’Brien (D - Dist. 25) attended the Ohio Legislative Board’s meeting on Right-to-Work is Wrong. Above Right: SLU Stu Gardner.
The 2017 SMART Transportation Division regional meetings are scheduled for June 12-14 in San Antonio and July 10-12 in New York City. Attendees will be provided with valuable training in the region.

As in the past, each regional meeting will run for 2.5 days, ending early on the afternoon of the third day. The evening of the first day has been left unscheduled so you, your family and friends will be free to explore and enjoy the many offerings of the regional meeting cities.

Regional meeting registration and hotel information, as well as web links to make hotel reservations online, can be accessed by visiting www.smart-union.org and clicking on the “Regional Meetings” box on the right side of the page. All those attending the regional meetings must be registered in order to attend any planned social functions. Children ages 11 and under who are pre-registered are complimentary. The registration form is printed on the right page.

A completed registration form listing each attendee, regardless of age, and complete payment in U.S. funds must be received at the SMART Transportation Division, 2450 Country Club Blvd., Suite 340, North Olmsted, OH 44070-5333, by Wednesday, May 10 for the San Antonio meeting or by Tuesday, June 6 for the New York City meeting, or the registrant will be charged an on-site registration fee of $300. The pre-registration fee for the 2017 regional meetings is $150 per member, spouse or child over age 11. Additional fees apply for the golf outings and tours. You must make your own room reservations, and certain deadlines apply.

The $150 registration fee covers all workshop materials; a welcome reception the night before the meetings; three lunches and one evening meal. Those wishing to attend only the workshops do not need to register. No one-day registrations are offered. You may cancel your meeting registration 10 days prior to the first day of the meetings or golf outings without penalty.

Call the Transportation Division at (216) 228-9400 or email aptatch@smart-union.org immediately regarding changes or cancellations.

**San Antonio, June 12-14:** Grand Hyatt San Antonio Hotel, 600 E. Market Street, San Antonio, TX 78205; www.sanantonio.grand.hyatt.com

Reservations: 1-800-233-1234

Reservation code: SMART UNION GROUP & TRANSPORTATION DIVISION REGIONAL MEETING

Room Rate: $185 single/double, plus taxes; rates good for three days before and after meeting, depending upon availability.

Room reservation deadline: May 11, or until all rooms being held for SMART TD are reserved.

Parking: $14.50 per day for self-park (50 percent off), $39.00 per day for valet parking.

Golf outing: The golf outing will take place Sunday, June 11, at Brackenridge Park Golf Club. The cost is $80 per golfer. Details at right.

San Antonio Golf Outing scheduled for San Antonio

The golf outing in San Antonio will take place on Sunday, June 11. The outing will begin at 8:00 a.m. at the Brackenridge Park Golf Club, 3315 Avenue B, San Antonio, TX 78215. The golf club can be reached at 210-275-7752.

The cost for the golf outing is $80 per golfer and includes: transportation to and from course, green fees for 18 holes of golf, half a cart, lunch and prizes.

Space on the golf outing is limited; reservations are accepted on a first-come, first-served basis. To reserve your spot, fill out the registration form on the right or go to our website at www.smart-union.org and select the “Regional Meetings” link on the right side of the homepage.

Save-the-Date for SMART TD 2017 regional meetings

**New York City, July 10-12:** Sheraton New York Times Square Hotel, 811 7th Avenue 33rd St., New York, NY 10019; www.sheratonnewyork.com

Reservations: 1-888-627-7067 toll free

Reservation code: SMART or 2017 UNION TRANSPORTATION DIVISION

Room Rate: $189 single/double, plus taxes; Room rates good for three days before and after meeting, depending upon availability.

Room reservation deadline: June 6, or until all rooms held for SMART TD are reserved.

Parking: $65.00 per day for valet parking, self-parking unavailable

**New York City**
SMART TD opens new Alumni Association Chapter in Delaware

Alumni Association member, Robert Gillow, turns 100

Gillow, whose nickname is “Curly,” made coffee and brought donuts every morning for his colleagues. One morning his colleagues surprised him with a hand-carved sign above the building that read “Curly’s” (right photo, taken in 1975). As a master gardener, Gillow brought his skills to the rail yard and planted the flowers seen in the left photo. Gillow credits his longevity to a healthy diet.

The Oakland Old Rails Club is holding its annual Old Rails Dinner April 23 from noon to 3:00 p.m. at Pier 29, 1148 Ballena Blvd., Alameda, CA. A no host happy hour begins at noon with lunch served at 1:00 p.m. Current or retired railroaders, families and friends are invited to attend.

The cost to attend is $40 per person and includes a choice of Prime Rib, Pasta Primavera, Salmon with Lemon Butter Caper Sauce, or Chicken Marsala in a wine and mushroom sauce. All entrees are served with garlic mashed potatoes, fresh steamed vegetables, hearts of romaine salad with zesty Italian dressing, dessert and a choice of coffee, hot tea or iced tea. Sales tax and gratuity are included. Tickets are on sale at the March and April meetings or by phone or mail. Those interested should contact Bill Cotton by mail at 1310 Strathmore Court, Concord, CA 992418 or by calling 925-872-7186. Please write your meal preference on your check, made payable to “Old Rails Club.”

Railroad Retirement annuities not taxable by state

According to Section 14 (45 U.S.C. Section 231m) of the Railroad Retirement Act, the Railroad Retirement Board advises that 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. “However, 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 the 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.

Members of Local 1378 celebrate two retirements

Top Left: Local Chairperson Bill Stone (left) and Local President Jimmy Maldin (far right) presented Mark Bonifacino (second left) and Lewis “Dennis” Lafferty with commemorative plaques upon their retirements. Top Right: Members of Local 1378 hold a retirement party for members Bonifacino and Lafferty.

Top Left: Members of the newly-formed Alumni Association Chapter 19 in Delaware. Top Right: National Legislative Director John Reisch answers retirees’ questions concerning Railroad Retirement and other issues at Chapter 19’s inaugural meeting. To learn more about how you can join Chapter 19, contact Terry Tasker at 302-559-6614 or by email at MyIrish@aol.com. To start your own chapter or to join a different chapter, contact SMART TD Alumni Association Coordinator Carl Cochran at 302-831-7015 or by email at cochranu@all.com.
March is Women's History Month: A lookback at the women who paved the way for women in rail

1846: Sarah Bagley became the first known woman telegrapher Feb. 21 at the Lowell Mill rail depot in Lowell, Mass. Telegraphy for the railroads was one of the earliest fields for women in the workforce.

1855: B&O hired the first four women on the railroad. Catherine Shirley and Susan Morningstar were hired on as charwomen. Margaret Carter worked as a restaurant keeper; and Bridge Doheny was hired for an unknown position. Morningstar is credited as being the very first woman hired by a railroad.


1901: Sarah Clark Kidder was the first woman president of a railroad. Kidder inherited control of the Nevada County Narrow Gauge Railroad when her husband died. She was then elected president of the company by the board of directors.

1928: Kathryn Gerhardt Beckert was one of the first women hired by the Baltimore & Ohio Railroad as part of its clerical and platform force.

1942: The first women hired by the Los Angeles Railway were Helen Blevins, Lorena Weaver, Frances Tigert and Irene Stevens.

1944: Arcola Philpott broke the color line at Los Angeles Railways when she became the first African-American “motoromanette.”

1968: Southern Pacific employee Leah “Rosie” Rosenfeld filed and settled a sex-discrimination suit against her employer that resulted in a change to California’s women’s protective laws and opened senior positions at the railroad for women.

1973: Christene Gonzalez hired out as the Santa Fe’s first female locomotive engineer.

1974: Bonnie Leake became the first woman engineer on the Union Pacific Railroad.

1976: Marsha Terrillion, Elizabeth Deirdre Hickey and Eileen Denn made up the first all-woman crew on the LIRR. All three were members of Local 1344.

1980: The SEIU reported that Cindy Angeles, 23, and her niece, Lena Bertucci, 19, were the first women to be hired as switchman and tramman in the Midwest, for the Milwaukee Road.

1986: Suzanne Asbury-Oliver is the only professional skywriting and aerobatic team.

1994: Jacqueline Cochran organized the Women's Flying Training Detachment (WFTD) which merged with the Women's Auxiliary Ferry Squadron (WAFS) to form the Women Airforce Service Pilots (WASP)., of which Cochran became the director. The WASPs disbanded in 1944. The group was given retroactive military status in 1977.

1995: Jacqueline Cochran became the first woman to break the sound barrier in a F-86 Sabre jet.

1964: Geraldine “Jerrie” Mock was the first woman to fly solo around the world, which she did in a 1953 Cessna 180 single-engine monoplane. The trip ended April 17, 1964 in Columbus, Ohio, and took 29 days, 21 stopovers and almost 22,860 miles. She was also the first woman to fly across both the Atlantic and Pacific oceans.

1974: Emily Howell Warner was the first permanent female airline pilot for a scheduled U.S. passenger airline. She was hired in January 1973 by Frontier. In 1976, she became the first female U.S. airline captain.

1975: Kathy Guy, a third generation railroad, hired out as a locomotive hoster for the Chicago & Illinois Midland Railroad in Springfield, Ill. She was the first woman to work on the Illinois & Midland Railroad and the first female engineer to work for that railroad as well.

1976: Evelyn Newell became the first black woman engineer to work for the Santa Fe Railway.

1977: Beverly Terrillion, Elizabeth Deirdre Hickey and Eileen Denn made up the first all-woman crew on the LIRR. All three were members of Local 1344.

1979: The LIRR had its first all-female crew: Brakemen Beverly Terrillion, Eileen Denn and Elizabeth Deirdre Hickey.

1980: Bonnie Leake became the first woman pilot to deliver mail on the New York Central Railroad.

1986: The SEIU reported that Cindy Angeles, 23, and her niece, Lena Bertucci, 19, were the first women to be hired as switchman and tramman in the Midwest, for the Milwaukee Road.

1991: Nellie Hickey was hired as a switchman for the Seaboard Air Line Railway.

1992: Beverly Terrillion, Elizabeth Deirdre Hickey and Eileen Denn made up the first all-woman crew on the LIRR. All three were members of Local 1344.

1994: Millie Mills became the first woman to work on the Illinois Central Gulf Railroad (ICG).

1995: Bonnie Leake was the first woman to work on the Illinois & Midland Railroad.

1996: Noel Clagget became the first woman switchwoman for the Missouri-Kansas-Texas Railroad.

1997: Beverly Terrillion, Elizabeth Deirdre Hickey and Eileen Denn made up the first all-woman crew on the LIRR. All three were members of Local 1344.

1998: Mary Sue Clark, a member of the Women's Auxiliary Ferry Squadron (WAFS) became the first female pilot for a major airline outside the Soviet Union when she hired out with Scandinavian Airlines System (SAS).

1999: Brenda Webb, JoAnn Condry and Dinah McKee were the first women to pass Chessie’s (now CSX) six-month locomotive engineers’ training school. Webb was the first African American woman to be hired by Chessie as a locomotive engineer.

2000: UUTU member (Local 773 - Galveston, Texas), Debbie L. Williams, became the first woman conductor on the southern division of the Santa Fe Railway.

History of women in Aviation

Continued from page 4
first person to cross the Atlantic twice by air. Later in her career, she became the first woman to fly solo and non-stop across the United States from Los Angeles to Newark, N.J.

1929: Anna Marie Lindbergh, wife of Charles Lindbergh, was the first woman to earn a glider pilot's license.

1930: Ellen Church, a registered nurse, was the first female flight attendant in America. She suggested the idea of female nurses on board to Boeing Air Transport, claiming that if people felt safer they would fly more.

1934: Helen Richey was briefly hired by Central Airlines and flew the first commercial flight by a woman. She was never given permanent status as a regularly scheduled pilot.

1938: Willa Brown was the first African American woman to earn a pilot license (1938) and a commercial license (1939). She was also the first African American woman to become an officer in the Illinois Civil Air Patrol (CAP). Brown helped establish the National Airmen's Association of America, which worked to open the U.S. Armed Forces to African American men.

1942: Jacqueline Cochran organized the Women’s Flying Training Detachment (WFTD) which merged with the Women’s Auxiliary Ferry Squadron (WAFS) to form the Women Airforce Service Pilots (WASP), of which Cochran became the director. The WASPs disbanded in 1944. The group was given retroactive military status in 1977.

1943: As a member of the WASPS, Corinna Keeland was the first woman to be killed while in the line of duty for the U.S. military.

1953: Jacqueline Cochran became the first woman to break the sound barrier in a F-86 Sabre jet.

1961: Turi Videro became the first female commercial airline pilot for a major airline outside the Soviet Union when she hired out with Scandinavian Airlines System (SAS).
The National Transportation Board (NTSB) determined that a broken axle set off a series of actions that resulted in an accident in which about 476,000 gallons of crude oil spilled and ignited near Casselton, North Dakota, Dec. 30, 2013, concerns about a widely used rail tank car. The oil spilled from 18 of 20 derailed DOT-111 tank cars. The oil then formed pools that caught fire. Other derailed tank cars eventually ruptured as the heat from the fire weakened the tank steel and increased the internal pressure until oil vapor erupted in violent fireballs.

The NTSB has long had concerns about DOT-111 tank cars, which have a relatively thin 7/16-inch shell thickness, are not puncture-resistant and lack thermal protection as well as top and bottom fittings protection.

Since the accident, Congress and the U.S. Department of Transportation have established requirements for a new, stronger DOT-117 tank car to replace the DOT-111. However, the deadline for replacing DOT-111 rail tank cars and its variants extends to 2029.

The NTSB found that the chain of events for the accident began when a train carrying grain derailed because of a broken axle on one of its cars. NTSB investigators found a void in the middle of the axle, which was used previously on another train car.

In response to the NTSB’s urgent safety recommendation on the matter, the American Association of Railroads has moved to require testing of secondhand use axles.

A second train on an adjacent track, carrying crude oil, was unable to stop in time before colliding with the derailed cars of the grain train.

There were no fatalities or serious injuries resulting from the accident, but nearly 1,500 people were evacuated from nearby homes. The accident could have been much worse had it not occurred about a mile outside of town.

As part of the accident investigation, the NTSB studied advanced brake systems. While their use would not have prevented the Casselton accident, it may have mitigated the damage. In other scenarios, advanced brake systems have the potential to prevent train accidents altogether.

Among its recommendations, the NTSB suggested studying the use of additional “buffer” cars between locomotives and cars carrying hazardous materials to protect crews. The Casselton oil train had a single buffer car between the locomotives and its hazardous cargo.

Women who wanted to work in the bus industry faced many hardships and discrimination, a lot like the women who were trying to break through prejudice in the railroad industry.

Let’s take a look back at some of the women who paved the way for other women to enter the bus industry.

1922: Helen Schultz, the “Iowa Bus Queen,” founded the Red Ball Transportation Company, providing city-to-city transportation by bus. The Red Ball company was the first woman-owned busline in the U.S.

1947: Dorothy Anderson was the first woman bus driver of Worcester, Md., when she hired out with Worcester County Public schools at age 19. Herbert retired at age 84 as the longest-serving school bus driver in Maryland.

1967: Sarah B. Owens was the first African American female and first female to be hired by DC Transit (now WMATA).

1974: Judy Kay Souza became the first female bus driver to hire out with the Santa Cruz Metropolitan Transit District in Santa Cruz, Calif.

1974: Sherrie Fisher hired out as Santa Barbara Metropolitan Transit District’s first female bus driver.

1974: Mary Wallace became the first woman bus driver at the Chicago Transit Authority (CTA).

1977: JoAnn Sattenwhite was the first female bus driver for Capital Area Transit (CAT) in Raleigh, N.C.

1981: Elizabeth McKinnon was hired as Greensboro, North Carolina’s first African American female bus driver.

1983: Carmen Turner became the General Manager of the Washington Metropolitan Area Transit Authority (WMATA). She was the first African American woman to lead a major transit agency.
Who's behind national Right-to-Work legislation?

Far-right politicians across the country are promoting deceptive right-to-work policies as a means of payback to their big business donors. By weakening workers' ability to have a say about their job, right-to-work weakens unions' ability to serve as an advocate for all workers and a check against corporate greed.

Politicians advancing right-to-work legislation depend on a coordinated network of extremist right-wing groups to provide resources and research to pave the way for right-to-work. The most well-known of these cash-flush special interest groups include the American Legislative Exchange Council (ALEC), the U.S. Chamber of Commerce and the National Right to Work Committee.

ALEC

Right-to-work has gained some momentum as a result of the collusion between big business and allied lawmakers involved in ALEC, an established conservative group backed by corporate special interests. While much of its work has gone on behind closed doors, several media outlets and the Center for Media and Democracy have recently exposed how ALEC operates, peeling back the curtain on the significant political influence it wields at the state level.

ALEC gives companies and politicians a shared role in developing its legislative prototypes, which are then introduced in copycat fashion by its members in legislatures nationwide. As part of its extremist agenda, ALEC aims to limit the rights of workers and their unions through initiatives such as right-to-work.

ALEC's leadership and membership include executives from corporations like Comcast and Walmart that are notorious for their low-wage, anti-worker business practices. ALEC is also tied to heavy hitters in the Tea Party movement who channel their vast wealth to far-right groups and politicians who will in turn support their agenda, which includes right-to-work legislation.

U.S. Chamber of Commerce

As the nation's most powerful lobbying group, the U.S. Chamber of Commerce has made right-to-work one of its top priorities. The U.S. Chamber and its state affiliates have issued misleading reports, launched PR blitzes, and used their lobbying muscle to advance right-to-work legislation across the country.

Like ALEC, corporations funnel money into the prominent lobbying force to promote their agenda in Congress and in the states. The U.S. Chamber has been campaigning against unions, fair labor practices, increases in the minimum wage and legal protections for America’s workers for nearly a century.

National Right to Work

The National Right to Work Committee and its legal arm, the National Right to Work Legal Defense Foundation, are long-time proponents of right to work. The group claims to be a “worker advocate,” but an examination of past press releases shows no reference to any attempt to improve benefits or working conditions for workers and only one mention of increasing wages. Meanwhile, the organization continuously presents reports with outdated and flawed information to advance the legislation. National Right to Work refuses to disclose donors.

What About Corporations?

In addition to hiding behind these special-interest groups, thanks to the Supreme Court's decision in Citizens United, corporations have significant leeway to funnel hundreds of millions of dollars to influence elections and policy—without having to disclose their role. Since that landmark decision, record sums of money have been spent by outside groups to scale back protections for workers, and it is no coincidence that right-to-work has recently gained momentum.
Photo of the month...

This picture of one CSX and two Union Pacific engines pulling a train was taken just west of Hawesville, Ky. The train was heading to Louisville, Ky., on the CSX LH & STL subdivision. The photo was taken in the fall of 2016 by Alumni Association member Phil Fella. He worked for CSX for 39 years and was a member of Local 1963 in Evansville, Ind.