



THE SIGNALMAN'S JOURNAL

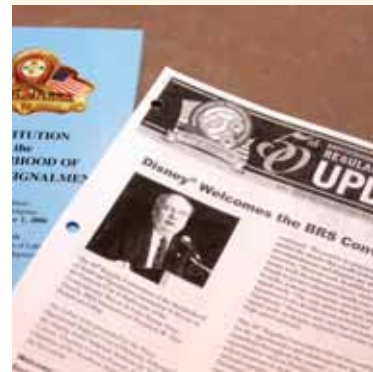
Volume 91 • Number 3

3rd Quarter 2010



CONVENTION

Special Report



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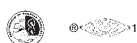
The 50th Regular Convention of the Brotherhood of Railroad Signalmen took place July 26–30, 2010, in Orlando, Florida. More than 260 Delegates attended the Convention — the union's highest policy-making body — to represent their members on a variety of union business matters.

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COVER: International President W. Dan Pickett at the BRS 50th Regular Convention at the Contemporary Disney® Resort in Orlando, Florida. Photographer Jim McDonald (www.choicephoto.net) shot the front cover photographs and most of the other convention photos throughout this issue.





KEYNOTE ADDRESS TO _____

5th

Regular Convention

Brothers and Sisters: The following is the speech I presented at the opening of the Brotherhood of Railroad Signalmen's 50th Regular Convention on July 26, 2010. I know this is longer than my usual Journal article, but the information herein was too important not to share with all the members of our great Brotherhood.

As we start this Convention, let each of us remember that the Convention is not just about electing officers and mapping our future; it is an opportunity to reconnect with our brothers and sisters from all over the country. It is a time to reflect on our history and plan our future.

Four years ago, I stood before you and told you how Signalmen are vital to this nation's railroad infrastructure. I described how the railroads treat and mistreat their employees. I explained that Signalmen have never been paid what they are worth or appropriately recognized for the contributions they make to railroad safety, railroad efficiency, and railroad capacity.

All of those things are as true today as they were four years ago; just as they were 100 years ago. When the Brotherhood of Railroad Signalmen formed over a century ago, those workers had the same needs and the same desires as we have today: Being recognized as a skilled craft; Compensation that is consistent with the dedication and contributions that Signalmen provide to the industry; Retirement Security, Health and Welfare benefits, and Job Security. I could go on and on.

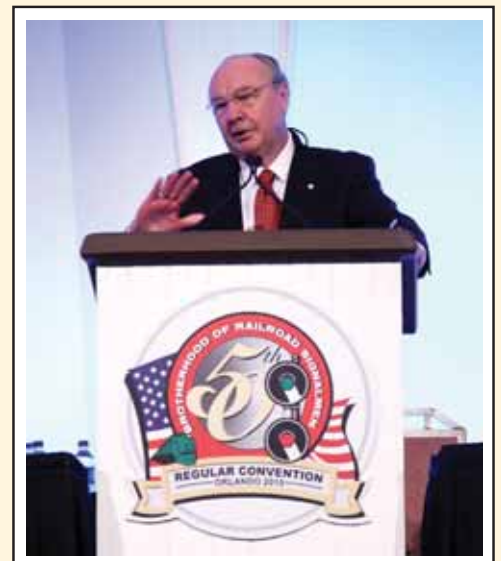
We have been successful in attaining, at least to some degree, all of those items. It is a constant battle to retain and expand what we have, and we must never, ever give up the fight. All of the things that we have achieved, we have achieved through our solidarity. You can be certain that we would not be where we are today without our Union. And, we would not have the compensation package, the benefits, or the recognition as industry leaders without the officers that came before us and those that serve today.

When compared to other unions, the BRS is a small

organization. But don't let our size fool you; because of our dedication, knowledge, and depth of insight, when the Signalmen speak, people listen. It does not matter whether we are on Capitol Hill or speaking before the Railroad Safety Advisory Committee; Signalmen have earned the respect and attention of Congress, the Federal Railroad Administration (FRA), other unions, and railroad industry leaders.

Our membership numbers have remained solid and have even grown since our previous Convention. This can be partly attributed to Positive Train Control (PTC), which was mandated by the Democratic-controlled Congress in 2008 for much of the Nation's railroad network. The ever-increasing complexity and functionality of the equipment that Signalmen are responsible to install, repair, and maintain also plays a role in keeping our membership numbers strong. Whatever the reason, the demand for qualified Signalmen is up substantially more today than we have witnessed for some time. And, we can see the number of new hires increasing as the Class I and com-

Our membership numbers have remained solid and have even grown since our previous Convention.





muter railroads are ramping up employment levels in preparation for the PTC installation.

While our numbers are up, so is the demand for signal contractors. Some portion of the PTC installation project will be accomplished through the use of contractors, some are BRS-represent-

ed, but most are not. Contracting out of special projects is up from previous years, and this issue is not going to go away. A large portion of work that was once accomplished by railroad construction gangs is being done by outside contractors. The question is: How do we distinguish BRS Signalmen who do safety-critical work from the contractors doing installation projects?

The Rail Safety Improvement Act of 2008 mandated that the Secretary of Transportation report to Congress on whether certification of certain crafts is needed to reduce the number of accidents and incidents or otherwise improve railroad safety. That report has not yet been submitted to Congress, but I fully anticipate that the Secretary will recommend certification of signal employees who repair and maintain signal systems.

The reasons to certify Signalmen and other safety-critical employees have never been as compelling as they are today. The systems that we are being called upon to install, repair, and maintain are increasingly complex as advances in technology drive the safety envelope provided by the various systems to new levels. Future crossing warning systems will be smarter. Positive Train Control is in its early stages of development; as PTC matures, it will drive efficiency and capacities to unprecedented levels. Even dark territories will no longer be invisible as Positive Train

Control mandates switch monitoring and GPS tracking on many of these divisions and subdivisions. It's a challenging time for Signalmen.

But we WILL rise to meet the challenges of the twenty-first century, just as we have for the past 100 years. If there is one thing I have learned about Signalmen; given the tools and the training, there is nothing that we can't accomplish. I recommend that we embrace the certification of Signalmen. Anything less invites railroads and other entities to use cheap, under-skilled labor to do safety-critical work that rightfully belongs to qualified Signalmen.

I'm often asked, "How are signal contractors cheaper than using the railroad's own employees?" Today, there is no certification or minimum training standard for Signalmen, so contractors can employ people with zero training and no experience. Contractors do not pay into the Railroad Retirement System. Contractor employees are not covered by the RLA or FELA. Most contractors do not have the benefit of collective bargaining or a union agreement. All these add up to an unfair monetary advantage that railroads exploit to outsource work that traditionally was done by railroad employees. Certification will help level that playing field.

Some of our leaders, including some who are here today, have expressed that they fear certification will lead to some of our members becoming decertified. To that,

I answer, the FRA and all the railroads already have a disqualification process for Signalmen.

I will leave you with one more comment on this topic; not everyone is

cutout to be a Signalman, and those that can't make the grade, should not be making safety-critical decisions that put the lives and wellbeing of other employees and the public at risk.

Passenger trains are one of the safest forms of transportation, short of just walking... or taking an elevator. For decades, high-speed trains have been a reality in Europe and Asia with speeds of 150 miles per hour or more. In the U.S., we are way behind, but the Obama Administration has committed 8 billion dollars to develop high-speed rail in the U.S. Investing in our transportation infrastructure not only creates jobs for rail workers, but

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...Grand Lodge will split the cost of the membership fee with any Local which joins their state AFL-CIO federation.



REMARKS TO _____



Regular Convention

Brothers and Sisters: Because this is the Convention Report issue of "The Signalman's Journal," I have printed my opening speech for all to read. I hope that you find the topics covered worthwhile.

President Pickett, fellow officers, delegates, families, and guests. It is truly an honor and a privilege for me to participate in the opening of this 50th Convention. Let me take this opportunity to welcome each of you to Orlando, Florida, and the 50th Regular Convention of the Brotherhood of Railroad Signalmen.

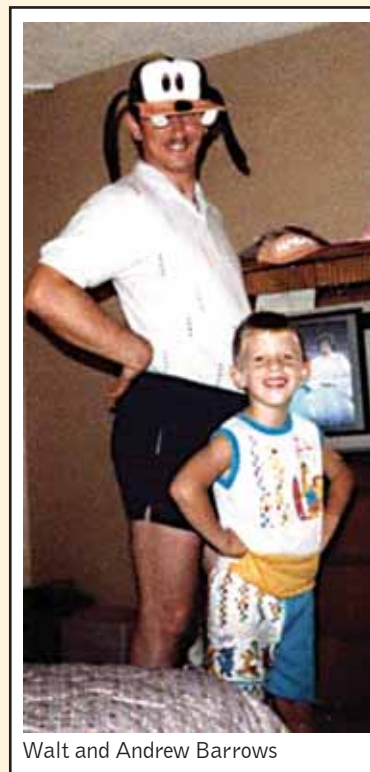
Twenty-two years ago, in the summer of 1988, Signalmen met here in Orlando. When I look back on that Convention, I realize that some things have not changed. In July, Orlando is still hot and humid.

I also looked through some family photos from the 1988 convention and found other things that have not changed at Disney. This is my oldest daughter Tanya and I — the picture below says it all. Be prepared to shell out some money; the cost of Disney has not gone down. This next picture, to the right, shows my son Andrew, who was 6, being amused by his goofy dad. At Disney, it is still okay to act a little goofy. I will warn you that teenage daughters are not as amused by goofy dads and will, at times, beg dad not to embarrass them, which just adds to the fun



Walt and Tanya Barrows

of acting goofy. So, as it was 22 years ago — it is still hot and humid, it is still expensive, and, at Disney, goofy is still okay.



Walt and Andrew Barrows

As Signalmen come together for the 50th time, I also believe some things have not changed for our Brotherhood and our union movement. This convention, like so many before, finds us facing challenges as both union workers and as American workers. The debate on the role and influence of union workers continues. We need to be prepared to defend against the attacks that would undermine our accomplishments and threaten any future successes.

In our lifetime, the challenges to our union movement have never been greater. The challenge to protect future work for railroad workers and, in particular, BRS workers is in the forefront of the battle in which we find ourselves. Our very existence is at stake. On top of this, we find ourselves with the ongoing challenge of protecting our basic needs. We must fight to protect our affordable healthcare; we must fight to protect our disability benefits; we must fight to protect a secure retirement; we must fight to protect our right to do signal work. The only union that truly represents Signalmen is the Brotherhood of Railroad Signalmen. Signal work on freight railroads, regional railroads, commuter railroads, and high-speed

railroads belongs to us, and we will fight to protect it. Let everyone who hears our voice know, we will fight to protect our work. We will fight to protect and improve the wages and benefits that reflect our contribution to an industry that benefits everyday from our hard work and dedication.

Today's railroads are safe and efficient because every day Signalmen make them that way. With the most responsibility and the highest skills, in our industry, we deserve to be recognized for our contribution. Forty-nine times Signalmen have come together facing similar challenges and have succeeded. This week is our time to chart a course for the opportunities and challenges that face us. As we enter the second decade of the 21st century, our union finds itself in a position to benefit from many new opportunities. Positive Train Control (PTC) promises to be the largest expansion of railroad signaling in our lifetime. PTC will expand signaling into dark territories that the railroads never planned to signal.

President Obama has made the largest commitment to expanding passenger rail in our lifetime. This will bring a greater demand for faster and safer trains and a greater dependence on signals and Signalmen. The future will bring an increased need for qualified Signalmen. New safety laws aimed at our craft shows that Congress continues to recognize the importance of our work. For the first time, the law states that contractors doing signal work are required to comply with hours-of-service and drug and alcohol testing regulations. This will mean that all workers who perform signal work will be required to do so under the same laws and same regulations. These changes were long overdue. With these opportunities, our union movement faces many challenges. We face the challenge of a hostile media that gives the most airtime to the loudest voices. Today, the loudest voices are not necessarily representative of workers. The agenda-driven media that sows hatred and discord, leaves millions of workers, union and non-union, out of the debate over our national values. If we want to be heard above the shouts of those who oppose us, then it is time we begin to speak out. If we want our message to get out, it is time we begin to

shout. We need to speak out to our families; we need to speak out at our workplace; we need to speak out in our communities; and we need to speak out in our churches. We need to speak out and challenge those who dismiss our movement or our values. It is time to quit letting our opposition define who we are. It is time we speak out and define the values of our union movement. We need to tell everyone that our worker's movement is concerned about the needs and the just treatment of all workers and not just union workers. We need to speak and tell them that our movement is concerned about healthcare and retirement security for all Americans. We need to speak

out and tell them that our movement believes that decent jobs and a just economy is the basis for a civilized and moral society. It's time we speak out and remind everyone that our union movement created and is fighting to protect, here in America, the greatest middle-class society in the world. We can all be proud of this movement and what it has done for America. We can be proud of what we stand for.

Our union movement continues to face challenges on the political front. It is easy to lose hope when promises are not fulfilled. It is easy to become disillusioned when our dreams are still just dreams. It is easy to grumble that nothing changes. It is easy to withdraw.

It is easy to give up. But, apathy and easy will not get it done. Time and time again we find far too many politicians checking the wind for their direction. If we expect to have a continuing impact on our workplaces; if we expect our movement to lead — we cannot check the wind. No, we must change the wind. This means that leaders need a vision for the future. Every delegate and every officer in this room is a leader. You were elected and sent here to represent the interest of those who have sent you. When you return, they will look for you to lead. Our vision must include our connection to a broader movement of workers. Our vision must take the cause of all workers and make it our cause. If our vision is limited to only our own needs, our vision is too narrow. If our vision is limited to only the needs of Signalmen, our vision is too narrow. If our vision is limited to only railroad workers, our vision is too narrow. If our vision is limited to only union work-

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Let everyone who hears our voice know, we will fight to protect our work. We will fight to protect and improve the wages and benefits that reflect our contribution to an industry that benefits everyday from our hard work and dedication.

A Special Report to BRS Members

The Brotherhood of Railroad Signalmen held its 50th Regular Convention the week of July 26, 2010, in Orlando Florida. More than 260 delegates attended the Convention — the union's highest policy-making body — representing their members on various matters brought before the delegates.



BRS PRESIDENT
W. DAN PICKETT



BRS SECRETARY-TREASURER
WALT BARROWS



“It is a challenging time for Signalmen, but the BRS will rise to meet the challenges of the 21st Century just as they have done for the past 100 years.”

— **W. DAN PICKETT, BRS PRESIDENT**

CONVENTION DAY 1

Secretary-Treasurer Walt Barrows welcomed the delegates to the Convention in Orlando, Florida, and spoke about how not much had changed since 1988, the last time the Signalmen met here. He explained how American unions and workers still face many of the same challenges, and the media-driven debate on the role and influence of union workers continues. “We need to be prepared to defend against the attacks that would undermine our past accomplishments and threaten any future successes,” Barrows said. In addition to protecting future work for railroad workers, unions also fought to protect affordable health care, disability benefits, a secure retirement, and the right to do signal work. “The only union that truly represents Signalmen is the Brotherhood of Railroad Signalmen,” Barrows said, and that includes signal work on freight railroads, regional railroads, commuter railroads, and high-speed railroads.

This 50th Convention will set the course for the opportunities and challenges that face Signalmen throughout the country — opportunities such as Positive Train Control, which promises to be the largest expansion of railroad signaling in our lifetime. In addition, President Obama has made the largest commitment to expanding passenger rail in our lifetime, bringing a greater demand for faster and safer trains and a greater dependence on signals and Signalmen. The passage of new safety laws indicate that Congress continues to recognize the importance of signal work. For the first time, the law states that contractors doing signal work are required to comply with hours-of-service and drug and alcohol testing regulations, these changes are long overdue.

Nevertheless, with these opportunities, the union movement also faces many challenges. Labor’s role must be to continue to speak out on behalf of workers and the union

movement and stop letting the opposition define who we are. The American labor movement was created to fight for the needs and the just treatment of all workers — not just union workers — and it will continue to fight to protect the greatest middle class society in the world. Our vision must include our connection to a broader movement of workers — hotel workers, hospital workers, retail, and textile workers. And not just in this country, but agricultural workers in South America and farm workers in Central America, undocumented workers who are exploited by American employers; school teachers and government workers who are paid from our tax dollars need our support.

Barrows quoted Reverend Desmond Tutu, a man of vision and a leader in the fight against apartheid in South Africa, who said, “The goal of human life is to live beyond the small narrow prison of our own cares.” Our vision for a strong future requires each of us to recommit ourselves and become activists who teach and live this movement. Daily decisions, like whom we vote for, where we shop, what we purchase, and whom we support, must all be rooted in our union vision.

As workers, we find ourselves facing tough employers; employers with vast resources who have laws, courts, and the media on their side. We must rise above corporate strategies that pit one worker against another. If our energy is diverted to fighting other workers, we will not have much left for fighting our real opponents. Barrows gave a few examples of Signalmen who are finding power in joining with other workers. The members of Local 16, under the leadership of General Chairman Gus Demott and Local Chairman John Gage, have joined with the half million workers and retirees of Florida’s State Federation of the AFL-CIO and with another organization, Jobs with Justice, to win justice for Signalmen in Central Florida.

Long Island members of Local 56, under the leadership of General Chairman Chris Natale, joined others rallying in support of New York transit workers who are fighting for justice and a fair contract.



After an eight-year fight, three Amtrak General Committees lead by Dave Ingersoll, Bob Tirocchi, and Grover Pankey, formed a coalition with other rail unions to get a fair contract for Amtrak workers.

Vice President Dennis Boston is leading every rail union, except one, in a coalition to fight for fair contract for commuter workers in Massachusetts.

Introduction of President W. Dan Pickett

Barrows then introduced President W. Dan Pickett, the permanent Chair of the Convention, whose career as a union leader has spanned over 30 years. As the first full-time National Legislative Representative for Signalmen, Pickett worked with other unions to build coalitions in Washington, D.C., to expand the power and voice of Signalmen that continues to pay dividends today. As a Regional Vice President, he assisted striking Pittston coal miners alongside Rich Trumka — now President of the

AFL-CIO, the highest-ranking union officer in America. When the opportunity arose to organize other workers on a regional railroad, he successfully fought his own union leadership to reach beyond simply helping Signalmen. Instead of representing only 14 Signalmen on a regional railroad, for nearly 20 years, we have represented more than 100 employees, including maintenance of way and shop craft workers.

Pickett also led in the formation of the AFL-CIO’s Rail Labor Division of the Transportation Trades Department and served as the first chairman of that division.

After the 2003 round of bargaining, where the railroads pitted one union against another, he led in the effort that united crafts together to advance our bargaining strength through a national bargaining coalition. In the current round of national bargaining, he chairs the Rail Labor Bargaining Coalition that represents six unions and 70,000 workers, again giving Signalmen a voice beyond our size. In addition, his advocacy for coalitions helped end eight years of stalled negotiations on Amtrak.

President's Address

President Pickett thanked the delegates for their attendance and reminded them that Conventions are not just about electing officers and mapping out the future; they also provide an opportunity to reconnect with each other and reflect on the proud 100-plus-year history of the BRS. The delegates at the very first Convention had the same needs and issues as those present this week — recognition of their craft, fair wages, retirement security, health benefits, and job security. Through hard work and union solidarity, today's members enjoy all of those things, but it's a constant battle to retain and expand those benefits.

Though BRS membership numbers have remained solid over time, new technology and the increasing complexity of equipment requires special knowledge and insight. With the advent of Congressionally-mandated Positive Train Control (PTC) in 2008, new hires will be needed to install, repair, and maintain the system. Therefore, the demand for qualified Signalmen has grown substantially. However, a portion of the PTC installation project will require the use of outside contractors, and it will be up to the BRS to ensure that Signalmen's jobs are protected.

High-speed rail, already a reality in Europe and Asia, is one of President Obama's goals for America's future. In fact, his Administration has committed 8 billion dollars toward its development. This investment in our nation's infrastructure creates jobs for commuter and passenger rail workers, but will also pay enormous dividends back to the American people for decades to come by lessening the need to expand our already overburdened highway and airport infrastructures.

Track-sharing was another issue the BRS would face in the near future. "Because of cost and other limitations, we can expect to see more and more commuter-on-freight proposals come forward as states seek ways to expand their commuter and passenger rail capabilities with minimal investment," Pickett said.

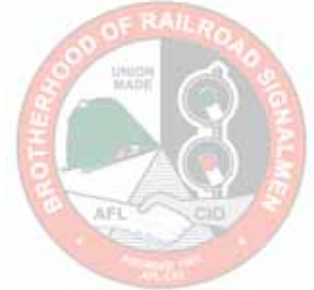
Some railroads continue to operate over a line, but shift the liability and right-of-way maintenance costs to the state or other taxpayer-funded programs. These deals benefit the railroad and the state; however, rail workers are often the collateral damage, as was shown in the case of Florida and New Mexico. "Our very jobs could be at stake," Pickett said, and the BRS must be vigilant in making sure Signalmen's jobs are protected. As active participants and stakeholders, the BRS can help agencies

meet the needs of commuter and passenger service without sacrificing the jobs of hard working railroad union members.

President Pickett also encouraged locals to join the State AFL-CIO Federations. "We could not have stopped the Florida legislature from nullifying our contract without

"Union strategies work. New jobs are coming, but they shouldn't come at the cost of good union jobs."

— MIKE WILLIAMS
PRESIDENT, FLORIDA AFL-CIO



the help of the Florida AFL-CIO, who helped us defeat anti-labor bills in 2008 and 2009," he said, as he personally thanked Florida AFL-CIO President Mike Williams, who was in the audience, for his help in saving BRS jobs. Pickett encouraged each Local to join in their state AFL-CIO. In fact, because it is so important, he pledged that Grand Lodge would split the cost of the membership fee with any Local that joins their state AFL-CIO federation.

President Pickett closed by saying that we must hold elected officials accountable in keeping campaign promises. "It is a challenging time for Signalmen," Pickett said, but the BRS will rise to meet the challenges of the 21st Century just as they have done for the past 100 years.



MIKE WILLIAMS

Mike Williams, President, Florida AFL-CIO

Brother Williams informed the delegates that by holding their Convention in Disney World, they supported the 30,000 union workers employed at its various parks. He also thanked John Gage and the other leaders of Local 16 for adding their strength to the

state federation in Florida, as well as Floyd Mason, Gus Demott, and Leonard Parker for their tireless efforts at the state level.

Williams hailed President Obama's vision for high-speed

rail in America, which would provide jobs for union workers at the state, local, and national level. That 8 billion dollar commitment from the federal government proved that “Union strategies work. New jobs are coming, but they shouldn’t come at the cost of good union jobs,” he said.

Regarding the upcoming congressional elections, Williams encouraged the delegates to hold officials accountable to their promises before the elections, and then vote accordingly. They may talk about job creation on the campaign trail, but they have to walk-the-walk and vote pro-union and not pro-contractor once they get into office.

He encouraged the delegates to join their state federations, especially now when the BRS had so generously offered to split the membership fee. Though fees were set at a modest level, the International’s commitment provided a great opportunity to work side-by-side with other union workers on common issues.

Congressman James Oberstar

A video greeting by James Oberstar, Chair of the House Transportation and Infrastructure Committee, and good friend of air, trucking, and rail transportation, was shown. He reported that Congress was working hard to strengthen the Rail Safety Improvement Act, with particular attention to the issue of fatigue-related deaths on the job. The National Transportation Safety Board had, for many years, recommended that more studies on the issue be done. Even though the railroads refused to cooperate, the measure finally passed. The Senate dragged its feet regarding safety laws, but the Obama Administration mandated that the Act be implemented.



JAMES OBERSTAR

Oberstar thanked President Dan Pickett for his involvement in that issue and also for the tireless efforts of Leonard Parker, who trolled the halls of Congress advocating for Signalmen’s safety. Another campaign they had worked together on was the long-overdue resolution to the issue of back pay for Amtrak workers, brought about by the Bush Administration.

Oberstar was excited about the 8 billion dollar commitment President Obama had earmarked for high-speed and intercity passenger rail. Those dollars would provide more union jobs and strengthen the Railroad Retirement

System, the best system in the nation for over 75 years.

Congresswoman Corrine Brown

Corrine Brown, from the 3rd Congressional District of Florida and Chair of the Railroad Subcommittee of the House Transportation and Infrastructure (HTI) Committee, spoke about the importance of freight and rail issues and the necessity of getting passenger rail in America “back on track” and able to compete with Europe and Asia. The HTI Committee was currently engaged in a national dialogue to promote passenger, freight, and high-speed rail throughout America through “Rail Listening Tours” across the country, holding events in Miami, Jacksonville, New Orleans, and with future plans to ride the rails to California.



CORRINE BROWN

Being from Florida, she was very happy to see that the state was one of the first designated high-speed rail corridors to receive construction funding for the Tampa-Orlando line. Twenty-two companies had already expressed an interest in operating the new high-speed rail system, and were eager to start putting people to work in constructing and operating it. She felt that improvements in the nation’s rail system was not only about economic development, but also about homeland security.

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Congressman Alan Grayson

Congressman Grayson accepted a position to work on behalf of honest government contractors. He was interested in how the government spends taxpayers’ money. During a break from practicing law, he returned to the field of government contract law and began to represent whistleblowers and those who witnesses fraud against the government, particularly during the Iraq War, despite hostility from the Bush Administration.



ALAN GRAYSON

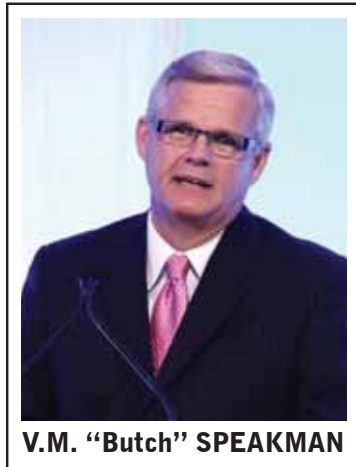
Although currently serving in Congress representing Florida, Grayson recalled his youth as a native of New York, where trains were a big part of society. “Unions, like trains, bring people

together,” he said. He spoke of his respect for union history and the struggles of workers who fought for the right to organize. Then came the unprecedented actions of former President Reagan who unilaterally fired the striking air traffic controllers during the 1980s.

Since then, other tactics had been used to prevent or dissuade workers from even joining unions, such as the devious methods imposed on Wal-Mart employees. “That is why we need the Employee Free Choice Act (EFCA),” he said, including card check, timely voting, and arbitration rules. Otherwise, employers had virtual veto power over workers’ rights to form and join unions. But with a new Administration, a nationwide recession, and now an oil spill in the Gulf, the EFCA issue had not been at the forefront in Congress for the last 18 months. Grayson encouraged the delegates to call and write their congressmen to remind them that “we haven’t forgotten the Employee Free Choice Act.”

V.M. “Butch” Speakman, Labor Member Railroad Retirement Board

Long-time friend and brother of the BRS Butch Speakman said he was always inspired when attending a BRS convention, knowing he was in the presence of “true leaders of the labor movement.” He reported that the 75-year-old Railroad Retirement System (RRS) was as solid as ever. With the economic downturn, the fund had absorbed a bit of a hit but remained strong due in large part to legislation, which the BRS helped to pass 10 years ago.



V.M. “Butch” SPEAKMAN

Since its inception in the 1920s, the RRB had dispensed 280 billion dollars to 5.5 million beneficiaries. Benefits had reached to as much as \$2,700 per month. During 2010, another 11 billion dollars would be paid out. Currently, 42,000 members were sick or unemployed. 300 million dollars in disability benefits had gone out to them this year alone. With numbers like these, obviously, the fund is worth fighting for, and the BRS has always risen to challenges and attacks on the RRS. Why is it so important? Just ask the airlines employees whose pensions are quickly eroding under pressure from employers.

Brother Speakman announced that he would retire in January of 2011. He thanked the BRS for the privilege

of serving its members and said he would sorely miss the friends he had made throughout his career.

Chaplain Carlton Everett gave the benediction.

President Pickett announced appointments of delegates to various convention positions as well as the Committee on Committees.

Chair Tirocchi announced the names of the delegates appointed to the following committees:

- Rules Committee** — Chair David Ingersoll
- Appeals Committee** — Chair Mike Dake
- Officers’ Reports Committee** — Chair Clyde Easterling
- Resolutions Committee** — Chair Harry Doucet

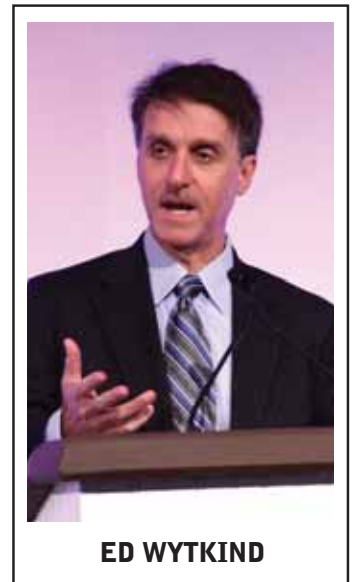
Credentials Committee Report

Secretary-Treasurer Barrows gave the Credentials Committee report as follows: 239 Delegates registered; 14 elected Delegates-at-Large; and 8 Delegates-at-Large, for a total of 261. A motion to adopt the report by Delegate Al Cunningham was seconded and passed unanimously.

CONVENTION DAY 2

Ed Wytkind, President Transportation Trades Department (TTD), AFL-CIO

Ed Wytkind, who oversees TTD’s legislative, public policy, and regulatory programs, thanked the BRS for its avid support on issues affecting all transportation unions, and Dan Pickett, especially, for his role as a senior leader on the TTD Executive Committee.



ED WYTKIND

He assured the delegates that a new Golden Age is about to emerge for Rail Labor. Instead of being viewed as dinosaurs of the past, railroads are experiencing a surge of interest and investment as the wave of the future. The decades-long neglect of our transportation system is over. As we look forward to an economic recovery and an 8 billion dollar investment from President Obama’s high-speed rail plan, now is the time to boost job creation and let the railroads lead the way for the next generation of workers. Freight rail — another

neglected sector — needs investment dollars in order to upgrade 140,000 miles of track and refurbish its infrastructure.

As always, with money flowing freely from Washington, we face new challenges. We must be wary of emerging legal schemes that would threaten jobs, benefits, and safety. “New” commuter services running on old rail lines has prompted railroads to create “new” rules to try and duck their responsibility to pay union wages and benefits. These tactics also threaten safety and, in many cases force BRS members to compete for jobs. “We must pledge today to work 100 times harder than before” to stop these schemes and preserve jobs for railroad workers and railroad laws. With so much money in the pipeline, we must ensure that it be spent carefully, specifically to (1) keep it inside Amtrak, not give it to spin-off companies; (2) hire union contractors; and (3) ensure that equipment and materials be purchased using “Buy America” guidelines.

A lot has changed since Obama was elected, but some things have not. Efforts by companies to crush unions continue. Two million manufacturing jobs have been lost in the last two years. One in three companies actually fire workers for attempting to organize. No wonder only 12 percent of the workforce in America is unionized. The U.S. now ranks 27th in the world, just ahead of Korea, in terms of its unionized workforce. By 2010, China will have the most high-speed rail lines in the world with trains capable of traveling at 236 mph. In order to compete, America must stop being a consumer import nation and start building and using products at home.

The upcoming midterm elections are crucial. The word must go out that the GOP strategy is wrong, and we need

leaders who support middle class America. That is how we can truly create a new Golden Age — by making the rail industry the center of economic expansion. “We need to take Obama’s down payment to rail and build upon it and ultimately lift the lives of Americans who still want to live the dream.”

Jolene Molitoris, Director Ohio Department of Transportation (DOT)

Having previously been appointed by President Clinton as the first woman to hold the position of FRA Administrator, Jolene Molitoris made great strides on behalf of worker safety in the railroad industry during her tenure. Now she was spearheading efforts to expand rail transportation in Ohio using 400 million dollars in stimulus money. New rail lines are gateways to further economic growth, as housing, shops, and service providers tended to build near rail depots.

“Our new allies are young professionals and college students who want to spend their time more productively and have a better quality of life with their families,” she said. They want greener, more efficient modes of getting back and forth to work and school. This new sector will be very advantageous in the state’s campaign to push for better, faster passenger rail.

With 97 days left to Election Day, it is imperative that Signalmen get the word out about who labor’s friends are in Congress. “Signalmen have more power than they realize,” she said, and with 250 grade crossings to build over the next

four years, opportunities for rail workers are in the forefront. It is more important than ever to elect union-friendly politicians who will advocate union jobs and safety rules.

As a final note, Molitoris urged the delegates to also advocate for road construction safety, another one of her pet projects. Worker safety is the number one issue at the Ohio DOT. “Slow down and don’t text while driving,” she urged.

Joseph Szabo, Administrator Federal Railroad Administration

Joe Szabo was nominated by President Obama in 2009 to serve as the Federal Railroad Administration Administrator responsible for overseeing the railroad safety assurance program, financial assistance programs, and R&D projects in support



JOLENE MOLITORIS

“There is no room for error on duty,”

**— JOSEPH SZABO
FRA ADMINISTRATOR**



JOSEPH SZABO

of railroad safety. Szabo reminded the delegates of the historical impact of railroads on the nation's growth a century ago. Much of that growth was made possible by the advent of signaling technology. Now, in the new millennium, railroads were on the verge of another transformation brought on by President Obama's push for a different kind of technology — high-speed rail and Positive Train Control.

In response to this huge investment in America's infrastructure, the FRA had significantly expanded its efforts regarding safety. New rules for track safety were on the horizon. 2009 was the safest year in history in terms of rail deaths, but his goal was to reduce risks on the job and have zero fatalities. Some of the top safety initiatives implemented by the Rail Safety Act concerned (1) hours-of-service to address the issue of fatigue; (2) a toll-free hotline for reporting grade crossing hazards; and (3) civil penalties for safety violations.

"There is no room for error on duty," Szabo said, as he talked about the need to restrict cell phone use on the job. A new task force called FAMES, Fatality Analysis on Maintenance-of-Way and Signalmen, was formed to address safety issues.

Fifty years ago, the economy benefited from former President Eisenhower's Interstate Highway initiative; today, President Obama's high-speed rail initiative will also stimulate the economy in many ways. Therefore, the FRA was always planning for the future.

Letters had been received by BRS headquarters from the following indicating their intent to run for office:

President	W. Dan Pickett
Secretary-Treasurer	Walt Barrows
VP-Grand Lodge	Jerry Boles
VP-East	Floyd E. Mason
VP-Midwest	Joe Mattingly
VP-Commuter, Passenger, Transit & Political Director	Dennis Boston
Grand Lodge Trustee	Mike Owens
Grand Lodge Trustee	Kim Poole
Grand Lodge Trustee	Gus Demott
VP-West	Mark Ciurej
VP-NRAB	Kelly Haley

Supplemental Credentials Report

Secretary-Treasurer Barrows announced an amendment to the report from the Credentials Committee for both Monday and Tuesday, as follows: 241 Delegates registered; 8 elective Delegates-at-Large; and 14 Delegates-at-Large, for a total of 263. A motion to adopt the report passed unanimously.

Greetings from former BRS officers and guests who were unable to attend the Convention were read to the delegates, which included letters from President Emeritus Charles J. Chamberlain, Pete Frye, Roger McCaughan, Tony Cunningham, and Elizabeth H. Shuler, Secretary-Treasurer of the AFL-CIO.

CONVENTION DAY 3

Secretary-Treasurer Barrows gave an updated report from the Credentials Committee as follows: 240 Delegates registered; 8 Elective Delegates-at-Large; and 14 Delegates-at-Large, for a total of 261 (corrected on a point of order by Steve Higgins, Local 71, to 262). The Credentials Report was adopted.

The first order of business was the election of the President. Retired Brother Witt Harwell



W. DAN PICKETT

assumed the Chair for purposes conducting the nominations for President. Delegate Eldon Luttrell, Local 52, placed the name of **W. Dan Pickett**, BRS President since 1992, into nomination. A Vietnam veteran with a 45-year career in the railroad industry, Pickett also chaired several committees.

Delegate Tim Tarrant, Local 183, as well as many other delegates seconded the nomination. There being no further nominations, Dan Pickett was elected by acclamation for another four-year term. Pickett thanked his wife and daughters for a lifetime of support. He also thanked the Officers, saying he was extremely proud of the hard work done by the Executive Council, Representatives, and Staff. He encouraged the delegates to "stay unified from the ground up" as they worked together for the good of the Brotherhood over the next four years.

The floor was then opened for nominations for the office of Secretary-Treasurer. Kurt Mullins, Local 228, placed the name of **Walt Barrows**, a 32-year member, into nomination, which was seconded by Tim Tarrant, Local 183, and many other delegates. Each delegate cited their appreciation for Walt's guidance, especially in the area of Health & Welfare, as well as his skill in



WALT BARROWS

handling and teaching audit procedures. There being no other nominations, Walt Barrows was elected by acclamation. He thanked the entire Staff for their hard work in making his office run smoothly, and especially for planning and putting together this 50th Regular Convention. He thanked his devoted

family, stating that all three of his children were union activists.

Nominations were then open for the office of Vice President — Grand Lodge. Chris Natale, Long Island General Chairman, placed the name of **J.C. “Jerry” Boles** into nomination, which was seconded by Tim Tarrant, Jon Harbin, and Dave Noland. There being no other nominations, Brother Boles was elected by acclamation. He thanked his family for their patience and devotion, and also the Staff and Representatives who helped him on a daily basis. He bid farewell to Charlie McGraw and George Jones who were retiring from the Executive Council for their knowledge and guidance.



JERRY BOLES

The next office to be decided upon was that of Vice President — NRAB, a position currently held by Charlie McGraw who was retiring. Chris Natale, Long Island General Chairman, placed the name of **Kelly Haley** into nomination, which was seconded by Bill Duncan, Dave Noland, and Kurt Mullins.



KELLY HALEY

There being no other nominations for this office, Kelly Haley was elected by acclamation. Haley said there was no greater honor than being elected to office by a unanimous vote. He thanked his father who had recently passed away for instilling in him union values and respect for all working people.

The next office to be filled was Vice President — West, a position being vacated by George Jones who was retir-

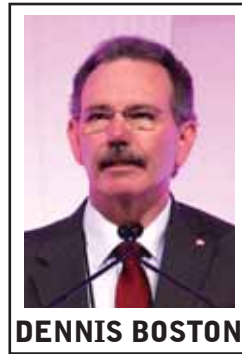
ing. Delegate Troy McBroom, Local 185, nominated **Mark Ciurej**, a three-time Local Chairman, BNSF General Committee member, NTSB investigator, and a member of the newly formed AFL-CIO Veterans Council. Delegate Mario Sanchez, Local 229, also placed the name of John McArthur, a member of the Union Pacific General Committee with many years of experience in national negotiations, into nomination. A host of delegates seconded both nominees.



MARK CIUREJ

Secretary-Treasurer Walt Barrows gave voting instructions and the delegates lined up to cast their ballots while the Convention stood at ease. Head Teller Steve Higgins announced the results as follows: Out of 249 votes cast, Mark Ciurej received 144 votes; John McArthur received 105 votes. Mark Ciurej was declared the winner. He also wanted to pay special tribute to his mentor Val Van Artsdalen.

John McArthur said the number of supporters who had seconded his nomination humbled him. He congratulated Brother Ciurej and promised to work with him in the future.



DENNIS BOSTON

The next office to be decided on was for Vice President — Commuter, Passenger, Transit & Political Director. Tim Tarrant, Local 183, placed the name of **Dennis Boston**, who currently held that office, into nomination, saying that Dennis’ work had always gone above and beyond mere service. He was a tireless advocate for workers with a “never-quit” attitude. Seconding the nomination was John Costello, Local 102, and a dozen other delegates. There being no other nominations, Dennis Boston was elected by acclamation.

Boston thanked his wife and family, and also wanted to thank Tim Tarrant for his heart-felt nomination. He reminded the delegates that Brother Tarrant had been fighting a two-year battle with an aggressive form of cancer, yet was still working hard for his members.

Nominations were then open for the office of Vice President — East, currently held by Floyd Mason.

continued on page 38

MEMBER PHOTOS



Vice President Joseph Biden, BRS General Chairman Gus Demott, and President Barack Obama.

Brother Demott Meets President Obama

Southeast General Chairman Gus Demott had the good fortune of meeting both President Barack Obama and Vice President Joe Biden at a town-hall style meeting earlier this year. The event was held at the University of Tampa, where the President addressed the Administration's priority of job creation. Eight billion dollars will be invested in high-speed rail projects nationwide, creating 13 rail corridors in 31 states.

In Florida, \$1.25 billion will go towards helping build a Tampa-Orlando high-speed rail line. This project alone could create 23,000 jobs over a four-year period, ultimately lowering unemployment and improving economic conditions. The President and Vice President spoke at length about their commitment to funding high-speed, commuter, and passenger rail projects.

"I was honored to have the opportunity, through an invitation from Florida AFL-CIO President Mike Williams, to participate in a small group meeting with President Obama and Vice President Biden following their announcement of the funding. The BRS needs to continue to be actively involved and informed regarding rail projects in every state, and affiliation with your state AFL-CIO chapters helps that process," stated Brother Demott. ■

Ann Chao — Future Labor Lawyer

Ann Chao, daughter of Kansas City Southern Signal Maintainer Kim Chao, of Local 185 in Garland, Texas, will be entering her final year of law school this fall. Ann is enrolled at the Southern Methodist University (SMU) Dedman School of Law in Dallas, Texas. This summer Ann interned at the Department of Justice in Washington, D.C.

While at SMU Dedman School of Law, Ann serves on the Board of Advocates and the Board of the International Law Review. Ann was the winner of the Thomas Tang National Moot Court Competition Regional Division, and the moot court competition at her own school, SMU. In addition, Ann is the President of the National Asian Pacific American Law Students Association. She also holds a Bachelor's Degree in Business Administration and a Master of Arts degree in Alternative Dispute Resolution. ■



PICTURED LEFT TO RIGHT: May Chao and daughter Ann Chao.

LETTER TO THE EDITOR

Impressions of a First-Timer

Dear Brothers and Sisters,

As a first-time attendant to the Brotherhood of Railroad Signalmen's Regular Convention in Orlando, Florida, I would like to report that my belief in our cause has been reinforced.

I have always been a supporter of the right to unionize, and aware of the many benefits of unionism. The time I spent in Orlando, Florida, has shown me it is time for steely resolve and vigilance; we must protect the rights that Signalmen in the past have fought for, and at times bled for.

While not all the brothers agreed with every resolution, the delegates worked through the issues with little rancor for the betterment of all. The convention ran smoothly, with the elections being an eye-opening experience for a new delegate. Even after the votes were cast, the defeated brothers showed character in thanking the winners and coming together.

My will and resolve to contribute to the Brotherhood has grown throughout the week. Knowledge that we, as union members, need to help get out the vote in the upcoming mid-term elections was an important message to carry to our locals, as is the importance of joining the Signalmen's Political League.

I was honored to be chosen to represent my Local, and I am also proud to be a Signalman, proud to be a member of the Brotherhood of Railroad Signalmen, and proud to be an American. ■

Brother John Abernathy, Vice President — Local 43

Michael S. Baldwin Appointed Grand Lodge Representative



BRS President W.D. Pickett has announced the appointment of Local 138 member Michael S. Baldwin as Grand Lodge Representative. He is currently assigned to the BRS Grand Lodge in Front Royal, Virginia.

Brother Baldwin, 44, served as General Chairman of the Richmond, Fredericksburg and Potomac (RF&P) General Committee and Local Chairman of Local 138 prior to his appointment. He began his railroad career in March of 1998 as an Assistant Signalman assigned to a Signal Construction Gang. In April of 1998 Brother Baldwin was promoted to the position of Signalman, which he held for two months, at which time he was promoted to the position of Signal Technician. He also worked as a Signal Technician in ACCA Yard, in Richmond, Virginia, for four years. He was a Signal Technician at Fredericksburg, Virginia, at the time of his appointment.

Elected First Local Vice President of Local 138 in 2002, Brother Baldwin served in that capacity until his appointment to Local Chairman of Local 138 and

General Chairman of the RF&P General Committee in 2005, and served in those positions until 2010. He held both positions at the time of his appointment to Grand Lodge. Baldwin also attended the 2006 Convention as Elective-Delegate-at-Large of Local 138.

A resident of Mechanicsville, Virginia, since April of 1997, Brother Baldwin is a graduate of Cave Spring High School in Roanoke, Virginia. He attended the Advanced Electronics Training Program for Signals in 2005 and 2006 and has attended Local Chairman's Training. Brother Baldwin also served in the United States Air Force prior to starting his career as a Signalman.

Brother Baldwin and his wife Pam have two children, Matthew, 26 and Ashley, 22. ■

Rail Workers May Report Near Miss Incidents

The Federal Railroad Administration (FRA) announced that Amtrak is joining the agency's Confidential Close Call Reporting System (C3RS), a safety pilot project that permits rail employees to voluntarily and anonymously report "close call" incidents that could have resulted in an accident or injury but did not.

Amtrak is the fourth railroad to join the C3RS program along with the Canadian Pacific Railway, Union Pacific Railroad, and New Jersey Transit. Under the program, employees can report "close call" incidents that did not result in an accident without fear of sanction or penalty from the railroad or the federal government.

FRA currently requires all railroads to routinely report a wide range of accidents and incidents. While "close call" events are not required to be routinely reported, they

could be potentially serious. Understanding these events will help railroads and FRA take appropriate steps to ensure accidents don't actually occur by helping develop and institute mitigation strategies, countermeasures, and best practices.

In order to participate, Amtrak, the United Transportation Union, and the Brotherhood of Locomotive Engineers and Trainmen each ratified an agreement with the FRA to allow employees to make confidential reports of close calls.

The agreement covers Amtrak employees in yards and terminals in the Northeast Corridor, and the Chicago, Miami, Seattle, and Los Angeles areas. Amtrak anticipates adding its mainline routes to the C3RS program in the future, thus covering the entire Amtrak system. ■

Dependent Social Security Numbers

This notice applies to workers covered under plan GA-23000

Federal Law now requires the reporting of Social Security Numbers (SSNs) for covered dependents to the Centers for Medicare & Medicaid Services (CMS). This includes participants of all medical plans, including the Railroad Plans listed above. In addition, if a covered dependent is eligible for Medicare, then the Medicare Health Insurance Claim Number (HICN) is also required.

In order to comply with these reporting requirements, Railroad Enrollment Services has mailed a final notice to those members identified with missing dependent SSNs and/or HICNs. If you have received a notice from Railroad Enrollment Services, please provide the SSN and/or HICN for any dependent who is listed as missing this information. Please be sure to sign, date, and return the Social Security Number Reporting Form by the requested return date to the address provided.

The following will occur if the requested SSNs are not provided:

For any dependent who was added to the Plan before January 1, 2009:

If Railroad Enrollment Services does not receive the Social Security Number for any dependent whose SSN is missing by January 31, 2011, the dependent(s) will be disenrolled from the Plan effective January 31, 2011.

NOTE: If you do not receive a notice requesting missing dependent SSNs and/or HICNs, then you do not need to take any action at this time.

Please be assured that when Railroad Enrollment Services transmits the SSNs and/or HICNs to CMS, they will maintain all physical, electronic, and procedural safeguards that comply with federal standards to guard your personal information. For additional information regarding the new CMS federal law pertaining to this requirement, visit <http://www.cms.hhs.gov/MandatoryInsRep/>.

If you have questions or need another copy of the notification sent to you, please call Railroad Enrollment Services at 800-753-2692. Additionally, there will be an opportunity to provide missing dependent SSNs and/or HICNs during the 2011 Annual Open Enrollment process in the month of October. Your support in providing this information is appreciated. ■



The Signalman's Journal Update

The Committee on Laws, at the 2010 Brotherhood of Railroad Signalmen's 50th Regular Convention, recommended discontinuance of the Signalman's Journal Update. The Update, a quarterly 4-8 page newsletter, focused on news and events important to the craft of signaling and the rail industry.

Due to the popularity and potential economical advantages of using electronic communication over print publication, the delegates voted to terminate publication of the Update. The focus will be on other forms of electronic communication to be used as informational supplements to the Journal. ■



- **High Speed Rail (HSR)**
- **Freight-Rail Capacity Expansion Bill**
- **House Approves FY2011 Transportation, Housing and Urban Development (THUD) Appropriations Bill**
- **Iowa and Illinois, File Joint Application for HSR Funding**
- **California Seeks Up Additional Federal HSR Funds**
- **Florida Seeks \$1.1 Billion for High-Speed Service**

High-Speed Rail

BRS leaders, we need you to activate your members in states developing new projects. Our future depends on our action in the state you reside. Talk to the delegates who attended our Convention in Orlando, Florida, and ask them how we can help keep these new HSR jobs.

Freight-Rail Capacity Expansion Bill

Senators Kent Conrad (D-ND), and John Ensign (R-NV), introduced the Freight Rail Infrastructure Capacity Expansion Act of 2010 (S.3749).

The bill also complements freight improvement provisions in the Transportation Authorization bill introduced last year by House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN).

The Freight Act would direct the U.S. Department of Transportation to develop and implement “institutional advances” designed to improve and coordinate freight policy within the federal and state governments. In addition, the bill would forge a National Freight Transportation Strategic Plan to guide and inform goods movement infrastructure investments in future years; create an Office of Freight Planning and Development led by an Assistant Secretary for Freight Planning and Development; and form a new competitive, merit-based National Freight Infrastructure Grants program for multi-modal freight investments that would focus funds on projects that provide the most public benefits.

House Approves FY2011 Transportation, Housing and Urban Development (THUD) Appropriations Bill

A destructive Republican amendment was defeated 129-293. If the amendment was enacted, it would eliminate Amtrak service nationwide and require Amtrak to furlough nearly all of their 20,000 employees. Originally sponsored by Representative Bachmann (R-MN), the bill would remove over 1 billion dollars from the amount

the House Appropriations Committee included in the FY2011 THUD Appropriations bill, before the vote changed sponsorship to Republican Representative Jeff Flake (R-AZ).

U.S. funding for transportation projects such as Amtrak passenger rail, highway building, and transit would rise almost 5 percent to \$79.4 billion next year as part of a spending plan passed by the House.

The Amtrak rail subsidy would jump 13 percent to \$1.77 billion, and transit aid would increase 5 percent to \$11.3 billion. The full Senate has not acted on its transportation-spending plan. Differences between the bills would have to be resolved before the bills are sent to President Obama for his signature.

High-speed rail, an Obama priority would get \$1.4 billion, less than the \$2.5 billion spent last year, and more than the \$1 billion the President sought.

Iowa and Illinois, File Joint Application for High-Speed Rail Funding

Iowa Governor Chet Culver has announced that on August 6, 2010, the Iowa and Illinois Departments of Transportation submitted a joint application for \$248 million in HSR funding through the Federal Railroad Administration’s FY2010 appropriation grant program.

The proceeds would fund new and enhanced passenger service from Chicago to Iowa City, via the Quad Cities, Culver said in a prepared statement.

California Seeks Up Additional Federal High-Speed Rail Funds

On August 6, 2010, the California High Speed Rail Authority (CHSRA) applied for up to \$1.582 billion in additional federal funding to help build a portion of the state’s proposed HSR system.

Florida Seeks \$1.1 Billion for High-Speed Service

The Florida Department of Transportation (FDOT) filed an application August 6, 2010, seeking \$1.1 billion in funding for high-speed rail service in the Tampa-to-Orlando corridor through the Federal Railroad Administration's (FRA) FY2010 appropriation grant program.

The \$1.1 billion requested is all that is still needed to make Tampa-to-Orlando service at speeds up to 168 mph a reality by 2015, Florida Governor Charlie Crist said in a prepared statement.

FDOT's Florida Rail Enterprise is also seeking \$250 million in federal funding to extend Amtrak service to Florida's east coast by introducing two daily round trips on the Jacksonville-Miami corridor via the Florida East Coast Railway (FECR) and South Florida Rail Corridor.

Under the FY2010 appropriations grant program, the FRA will provide \$2.1 billion in HSR grants and an additional \$245 million for individual construction projects within an HSR corridor. The agency expects to announce grant awards for the separate \$2.1 billion and \$245 million in FY2010 appropriations by September 30, 2010. ■

Walter A. Barrows Receives Unanimous Support

The Brotherhood of Railroad Signalmen (BRS) supports the nomination of Secretary-Treasurer Walter A. Barrows for the post of Labor Member, United States Railroad Retirement Board (RRB). On September 10, 2010, Barrows received the unanimous support of the 12 rail labor unions.

Walt Barrows currently holds the position of Secretary-Treasurer with the Brotherhood of Railroad Signalmen. Brother Barrows was reelected to the position of Secretary-Treasurer

at the BRS 50th Regular Convention, held in Orlando, Florida, in July 2010. Barrows was first elected to the position in 1999, after serving

as General Chairman of the Norfolk Southern General Committee and Grand Lodge Trustee. Barrows began his railroad career on the Norfolk and Western Railway in 1974. He also serves on the Board of Trustees for the National Railroad Retirement Investment Trust.

"Walt Barrows is a dedicated trade unionist at heart, and a close friend of mine. In addition to serving the BRS, he

also serves as one of rail labor's trustees on the National Railroad Retirement Investment Trust and is instrumental in overseeing the funds that enable all current railroad retirees to receive their annuity checks. I wholeheartedly support the nomination of Brother Barrows to the post of Labor Member of the RRB, as he will be a valued asset to all of rail labor," said W. Dan Pickett, President Brotherhood of Railroad Signalmen.

If nominated and confirmed, Barrows would replace

outgoing Labor Member V. M. "Butch" Speakman on the three-member board. Prior to his appointment to the Board, Mr. Speakman was President of the Brotherhood of

Railroad Signalmen (1987-1992). Speakman announced in July that he would be retiring at the end of the year.

The U.S. Railroad Retirement Board, headquartered in Chicago, Illinois, administers a federal retirement benefit program and other benefits for the nation's railroad workers. ■

"I wholeheartedly support the nomination of Brother Barrows to the post of Labor Member of the RRB, as he will be a valued asset to all of rail labor."

— W. DAN PICKETT, BRS PRESIDENT

Union Veterans Council

You've Served Our Country — Make Your Voice Heard

The purpose of the Union Veterans Council (UVC) is to bring together union leaders and union members who are veterans to speak out on veterans' issues and influence public policy to improve the quality of life for U.S. veterans and their families. The two primary areas of focus for veterans are access to good jobs and access to quality healthcare.

The UVC holds government officials, candidates, and elected officials accountable to the needs of military veterans and their families. The UVC will make our positions on veterans' issues known to candidates for

www.unionveterans.org

public office and supports the appointment of labor-friendly veterans to government agencies at all levels. The UVC will also encourage union veterans to take leadership roles in other veterans' organizations and will strive to form coalitions and alliances with other veteran groups around union veterans' issues.

Sign up today to get e-mail alerts from the AFL-CIO Union Veterans Council, just for union veterans. We will keep you informed about important issues and events and let you know when your voice is needed to make a difference. ■

Random Drug and Alcohol Testing

Individuals represented by the Brotherhood of Maintenance of Way Employees (BMWED) and contractors/subcontractors performing maintenance of way activities will soon be required to submit to random drug testing. Section 412 of the Rail Safety Improvement Act of 2008 (RSIA) simply states that random testing for Maintenance of Way (MOW) employees will begin no later than two years following the date of passage of the Act. This applies to all employees of railroad carriers, and contractors or subcontractors to railroad carriers who perform MOW duties.

The Federal Railroad Administration (FRA) currently conducts random drug and alcohol testing on an estimated 125,000 railroad employees. With the addition of MOW workers, this will add approximately 50,000 more employees to the FRA testing.

The FRA currently conducts random and for-cause testing, for the following street drugs:

- (a) Marijuana metabolites,
- (b) Cocaine metabolites,
- (c) Amphetamines,
- (d) Opiate metabolites, and
- (e) Phencyclidine (PCP).

In addition, the Department of Transportation (DOT) recently amended certain provisions of its drug testing procedures dealing with laboratory testing of urine specimens. On August 16, 2010, the DOT published a final rule allowing for the testing of MDMA (aka Ecstasy), lowering cutoff levels for cocaine and amphetamines, and mandatory initial testing for heroin. These amended testing procedures go into effect on October 1, 2010. ■

The BNSF recently notified the FRA that it would be increasing the random testing rate to 35 percent (up from the minimum 25 percent) for both drugs and alcohol on November 1, 2010.

ENDORSEMENTS

2010 General Election Endorsements Brotherhood of Railroad Signalmen

BRS President W. Dan Pickett is pleased to provide the Brotherhood of Railroad Signalmen with a list of candidates believed to be the best qualified and most understanding of the needs of working Americans. Your right to vote is a personal choice, which is why the BRS hopes this information will be useful when you go to the voting booths to cast your vote on November 2.

(S—Senate, G—Governor, Numerical Listing—House District Number)

Alabama

G -Ron Sparks (D)
S -William G. Barnes (D)
01-No Endorsement
02-Bobby Neal
Bright, Sr. (D)
03-Steve Segrest (D)
04-No Endorsement
05-Stephen
Walker Raby (D)
06-No Endorsement
07-Terrycina
Andrea Sewell (D)

Alaska

G -Ethan A. Berkowitz (D)
S -Scott T. McAdams (D)
01-Don E. Young (R)

Arizona

G -Terry Goddard (D)
S -Rodney Britz
Glassman (D)
01-Ann Kirkpatrick (D)
02-John Armin Thrasher (D)
03-Jon Hulburt (D)
04-Edward L. Pastor (D)
05-Harold E. Mitchell (D)
06-Rebecca Schneider (D)
07-Raúl M. Grijalva (D)
08-Gabrielle Giffords (D)

Arkansas

G -Mike Beebe (D)
S -Blanche Lambert
Lincoln (D)
01-Marion Berry (D)
02-Joyce Ann Elliott (D)
03-David Jeffrey
Whitaker (D)
04-Michael Avery Ross (D)

California

G -Edmund G.
Brown, Jr. (D)
S -Barbara Boxer (D)

California

01 -C. Michael
Thompson (D)
02-James E. Reed (D)
03-Ameriash Bera (D)
04-Clint Curtis (D)
05-Doris K. Matsui (D)
06-Lynn C. Woolsey (D)
07-George Miller (D)
08-Nancy Pelosi (D)
09-Barbara Lee (D)
10-John Raymond
Garamendi (D)
11-Jerry McNerney (D)
12-Jackie Speier (D)
13-Fortney Stark (D)
14-Anna G. Eshoo (D)
15-Michael M. Honda (D)
16-Zoe Lofgren (D)
17-Sam Farr (D)
18-Dennis A. Cardoza (D)
19-Lorraine Goodwin (D)
20-Jim Costa (D)
21-No Endorsement
22-No Endorsement
23-Lois G. Capps (D)
24-Timothy James
Allison (D)
25-Jacquese Lynn
Conaway (D)
26-Russell Warner (D)
27-Brad Sherman (D)
28-Howard L. Berman (D)
29-Adam B. Schiff (D)
30-Henry A. Waxman (D)
31-Xavier Becerra (D)
32-Judy Chu (D)
33-Karen Bass (D)
34-Lucille Roybal-Allard (D)
35-Maxine Waters (D)
36-Jane Harman (D)
37-Laura Richardson (D)
38-Grace Flores
Napolitano (D)
39-Linda T. Sánchez (D)
40-Christina Avalos (D)

California

41-Patrick Harold
Meagher (D)
42-Michael Dale
Williamson (D)
43-Joe Baca (D)
44-William Eugene
Hedrick (D)
45-Stephen P. Pougnet (D)
46-Kenneth Arnold (D)
47-Loretta Sanchez (D)
48-Beth Krom (D)
49-Howard Louis Katz (D)
50-Francine P. Busby (D)
51-Bob Filner (D)
52-Raymond Clark Lutz (D)
53-Susan A. Davis (D)

Colorado

G -John W.
Hickenlooper (D)
S -Michael F. Bennet (D)
01-Diana L. DeGette (D)
02-Jared Polis (D)
03-John Tony Salazar (D)
04-Elizabeth
Helen Markey (D)
05-Kevin Bradley (D)
06-John Flerlage (D)
07-Edwin Perlmutter (D)

Connecticut

G -Dannel P. Malloy (D)
S -Richard Blumenthal (D)
01-John B. Larson (D)
02-Joseph D. Courtney (D)
03-Rosa L. DeLauro (D)
04-Jim Himes (D)
05-Christopher
Scott Murphy (D)

Delaware

S -Christopher A. Coons (D)
01-John Charles
Carney, Jr. (D)

District of Columbia

01-Eleanor Holmes
Norton (D)

Florida

G -Adelaide
Alexander Sink (D)
S -Kendrick B. Meek (D)
01-No Endorsement
02-F. Allen Boyd, Jr. (D)
03-Corrine Brown (D)
04-No Endorsement
05-James John Piccillo (D)
06-No Endorsement
07-No Endorsement
08-Alan Mark Grayson (D)
09-Anita de Palma (D)
10-Charlie Justice (D)
11-Katherine
Anne Castor (D)
12-Lori Edwards (D)
13-James
Theopolis Golden (D)
14-James Lloyd Roach (D)
15-C. Shannon Roberts (D)
16-Jim Horn (D)
17-Frederica S. Wilson (D)
18-Rolando A. Banciella (D)
19-Theodore
Eliot Deutch (D)
20-Debbie Wasserman
Schultz (D)
21-No Endorsement
22-Ron Klein (D)
23-Alcee L. Hastings (D)
24-Suzanne M. Kosmas (D)
25-Jose Antonio Garcia (D)

Georgia

G -Roy E. Barnes (D)
S -Michael L.
Thurmond (D)
01-Oscar L. Harris, II (D)
02-Sanford Dixon
Bishop, Jr. (D)
03-Robert Franklin
Saunders, III (D)

Georgia

04 - Henry C. Johnson, Jr. (D)
05 - John R. Lewis (D)
06 - No Endorsement
07 - Doug Heckman (D)
08 - James Creel Marshall (D)
09 - No Endorsement
10 - Russell James Edwards (D)
11 - No Endorsement
12 - John J. Barrow (D)
13 - David Albert Scott (D)

Hawaii

G - Neil Abercrombie (D)
S - Daniel K. Inouye (D)
01 - Colleen Hanabusa (D)
02 - Mazie K. Hirono (D)

Idaho

G - Keith Allred (D)
S - P. Tom Sullivan (D)
01 - Walter Clifford Minnick (D)
02 - Mike Crawford (D)

Illinois

G - Patrick Quinn (D)
S - Alexander Giannoulas (D)
01 - Bobby Lee Rush (D)
02 - Jesse Louis Jackson, Jr. (D)
03 - Daniel William Lipinski (D)
04 - Luis V. Gutierrez (D)
05 - Mike Quigley (D)
06 - Benjamin S. Lowe (D)
07 - Danny K. Davis (D)
08 - Melissa Luburich Bean (D)
09 - Janice D. Schakowsky (D)
10 - Daniel Joseph Seals (D)
11 - Deborah DeFrancesco Halvorson (D)
12 - Jerry F. Costello (D)
13 - Scott Harper (D)
14 - G. William Foster (D)
15 - David Michael Gill (D)
16 - George Walter Gaulrapp (D)
17 - Philip G. Hare (D)
18 - Deirdre Hirner (D)
19 - Timothy Clarke Bagwell (D)

Indiana

S - Brad Ellsworth (D)
01 - Peter J. Visclosky (D)
02 - Joseph Simon Donnelly (D)
03 - Thomas Eldon Hayhurst (D)
04 - David Auram Sanders (D)
05 - Tim Crawford (D)
06 - Barry Alan Welsh (D)
07 - André D. Carson (D)
08 - William Trent Van Haaften (D)
09 - Baron P. Hill (D)

Iowa

G - Chester Culver (D)
S - Roxanne Barton Conlin (D)
01 - Bruce L. Braley (D)
02 - David Wayne Loebbeck (D)
03 - Leonard L. Boswell (D)
04 - Billy Dale Maske (D)
05 - Matthew Campbell (D)

Kansas

G - Tom Holland (D)
S - Lisa Johnston (D)
01 - Alan Jilka (D)
02 - Cheryl Hudspeth (D)
03 - Stephene Ann Moore (D)

Kansas

04 - Raj Goyle (D)

Kentucky

S - John William Conway (D)
01 - Charles Kendall Hatchett (D)
02 - Ed Marksberry (D)
03 - John A. Yarmuth (D)
04 - John William Waltz (D)
05 - James E. Holbert (D)
06 - A.B. Chandler, III (D)

Louisiana

S - Charles J. Melancon, Jr. (D)
01 - Myron B. Katz (D)
02 - Cedric L. Richmond (D)
03 - Ravi Sangisetty (D)
04 - David Roland Melville, Jr. (D)
05 - No Endorsement
06 - Merritt E. McDonald, Sr. (D)
07 - No Endorsement

Maine

G - Elizabeth H. Mitchell (D)
01 - Chellie M. Pingree (D)
02 - Michael H. Michaud (D)

Maryland

G - Martin O'Malley (D)
S - Barbara A. Mikulski (D)
01 - Frank Michael Kratovil, Jr. (D)
02 - Charles Albert Dutch Ruppertsberger, III (D)
03 - John Peter Spyros Sarbanes (D)
04 - Donna Fern Edwards (D)
05 - Steny Hamilton Hoyer (D)
06 - Andrew James Duck (D)
07 - Elijah E. Cummings (D)
08 - Christopher Van Hollen, Jr. (D)

Massachusetts

G - Deval L. Patrick (D)
S - Martha Coakley (D)
01 - John Walter Olver (D)
02 - Richard E. Neal (D)
03 - James P. McGovern (D)
04 - Barney Frank (D)
05 - Nicola S. Tsongas (D)
06 - John F. Tierney (D)
07 - Edward J. Markey (D)
08 - Michael E. Capuano (D)
09 - Stephen F. Lynch (D)
10 - Robert O'Leary (D)

Michigan

G - Virg Bernero (D)
01 - Gary J. McDowell (D)
02 - Freddie Lee Johnson, III (D)
03 - Patrick A. Miles, Jr. (D)
04 - Jerry Melvin Campbell (D)
05 - Dale E. Kildee (D)
06 - Don Cooney (D)
07 - Mark Hamilton Schauer (D)
08 - Lance Lyle Enderle (D)
09 - Gary Peters (D)
10 - Henry Yanez (D)
11 - Natalie Mosher (D)
12 - Sander M. Levin (D)
13 - Hansen Clarke (D)
14 - John Conyers, Jr. (D)
15 - John D. Dingell (D)

Minnesota

G - Mark Dayton (D)
01 - Timothy J. Walz (D)

Minnesota

02 - Shelley Madore (D)
03 - James A. Meffert (D)
04 - Betty McCollum (D)
05 - Keith Maurice Ellison (D)
06 - Tarryl Lynn Clark (D)
07 - Collin Clark Peterson (D)
08 - James L. Oberstar (D)

Mississippi

01 - Travis W. Childers (D)
02 - Bennie G. Thompson (D)
03 - Joel L. Gill (D)
04 - Gene Taylor (D)

Missouri

S - Robin Carnahan (D)
01 - William Lacy Clay, Jr. (D)
02 - Arthur Henry Lieber (D)
03 - Russ Carnahan (D)
04 - Ike Skelton (D)
05 - Emanuel Cleaver, II (D)
06 - Clint Hylton (D)
07 - Scott Eckersley (D)
08 - Tommy Sowers (D)
09 - No Endorsement

Montana

01 - Dennis Dee McDonald (D)

Nebraska

G - Mike Meister (D)
01 - Ivy Harper (D)
02 - Thomas M. White (D)
03 - Rebekah Elizabeth Davis (D)

Nevada

G - Rory Reid (D)
S - Harry Reid (D)
01 - Shelley Berkley (D)
02 - Nancy Price (D)
03 - Dina Titus (D)

New Hampshire

G - John H. Lynch (D)
S - Paul W. Hodes (D)
01 - Carol Shea-Porter (D)
02 - Ann Kuster (D)

New Jersey

01 - Robert E. Andrews (D)
02 - Frank LoBiondo (R)
03 - John H. Adler (D)
04 - Howard Kleinhendler (D)
05 - Tod Theise (D)
06 - Frank Pallone, Jr. (D)

New Jersey

07-Edward Potosnak, III (D)
08-William J. Pascrell, Jr. (D)
09-Steven R. Rothman (D)
10-Donald M. Payne (D)
11-Raleigh Douglas Herbert (D)
12-Rush D. Holt (D)
13-Albio Sires (D)

New Mexico

G -Diane D. Denish (D)
01-Martin T. Heinrich (D)
02-Harry Teague (D)
03-Ben Ray Luján (D)

New York

G -Andrew M. Cuomo (D)
S1-Kirsten Elizabeth Gillibrand (D)
S2-Charles E. Schumer (D)
01-Timothy H. Bishop (D)
02-Steve J. Israel (D)
03-Peter T. King (R)
04-Carolyn McCarthy (D)
05-Gary L. Ackerman (D)
06-Gregory Weldon Meeks (D)
07-Joseph Crowley (D)
08-Jerrold Lewis Nadler (D)
09-Anthony D. Weiner (D)
10-Edolphus Towns (D)
11-Yvette D. Clarke (D)
12-Nydia M. Velazquez (D)
13-Michael E. McMahon (D)
14-Carolyn B. Maloney (D)
15-Charles B. Rangel (D)
16-José E. Serrano (D)
17-Eliot L. Engel (D)
18-Nita M. Lowey (D)
19-John Joseph Hall (D)
20-H. Scott Murphy (D)
21-Paul David Tonko (D)
22-Maurice D. Hinchey (D)
23-William L. Owens (D)
24-Michael Angelo Arcuri (D)
25-Daniel Benjamin Maffei (D)
26-Philip A. Fedele (D)
27-Brian M. Higgins (D)
28-Louise McIntosh Slaughter (D)
29-Matthew C. Zeller (D)

North Carolina

S -Elaine Folk Marshall (D)

North Carolina

01-G. K. Butterfield (D)
02-Bob Etheridge (D)
03-Johnny Gerald Rouse (D)
04-David E. Price (D)
05-William B. Kennedy (D)
06-Gregory Scott Turner (D)
07-Mike McIntyre (D)
08-Lawrence Webb Kissell (D)
09-Jeffrey James Doctor (D)
10-Jeff Gregory (D)
11-Joseph Heath Shuler (D)
12-Melvin L. Watt (D)
13-Ralph Bradley Miller (D)

North Dakota

S -Tracy Arlen Potter (D)
01-Earl Ralph Pomeroy (D)

Ohio

G -Ted Strickland (D)
S -Lee Irwin Fisher (D)
01-Steven Leo Driehaus (D)
02-Surya Yalamanchili (D)
03-Joseph Michael Roberts (D)
04-Douglas Alan Litt (D)
05-Caleb Finkenbinder (D)
06-Charles A. Wilson, Jr. (D)
07-William Russell Conner (D)
08-Justin A. Coussole (D)
09-Marcy C. Kaptur (D)
10-Dennis J. Kucinich (D)
11-Marcia L. Fudge (D)
12-Paula L. Brooks (D)
13-Betty Sue Sutton (D)
14-Steven C. LaTourette (R)
15-Mary Jo Kilroy (D)
16-John A. Boccieri (D)
17-Timothy J. Ryan (D)
18-Zachary T. Space (D)

Oklahoma

G -Jari Askins (D)
S -Jim Rogers (D)
01-No Endorsement
02-David Daniel Boren (D)
03-Frankie Lee Robbins (D)
04-No Endorsement
05-Billy Coyle (D)

Oregon

G -John A. Kitzhaber (D)
S -Ronald Lee Wyden (D)

Oregon

01-David Wu (D)
02-Joyce B. Segers (D)
03-Earl Blumenauer (D)
04-Peter Anthony DeFazio (D)
05-Kurt Schrader (D)

Pennsylvania

G -Dan Onorato (D)
S -Joseph A. Sestak, Jr. (D)
01-Robert A. Brady (D)
02-Chaka Fattah (D)
03-Kathleen Ann Dahlkemper (D)
04-Jason Altmire (D)
05-Michael Pipe (D)
06-Manan Trivedi (D)
07-Bryan Roy Lentz (D)
08-Patrick J. Murphy (D)
09-No Endorsement
10-Christopher Paul Carney (D)
11-Paul E. Kanjorski (D)
12-Mark S. Critz (D)
13-Allyson Y. Schwartz (D)
14-Mike Doyle (D)
15-John Burk Callahan (D)
16-Lois K. Herr (D)
17-T. Timothy Holden (D)
18-Daniel C. Connolly (D)
19-Ryan Scott Sanders (D)

Rhode Island

G -Frank T. Caprio (D)
01 David Cicilline(D)
02-James R. Langevin (D)

South Carolina

G -Vincent A. Sheheen (D)
S -No Endorsement
01-Benjamin Frasier, Jr. (D)
02-Robert Lauransom Miller (D)
03-Jane Ballard Dyer (D)
04-Paul Henry Corden (D)
05-John McKee Spratt, Jr. (D)
06-James E. Clyburn (D)

South Dakota

G -Scott N. Heidepriem (D)
S -No Endorsement
01-Stephanie M. Herseth Sandlin (D)

Tennessee

G -Mike McWherter (D)

Tennessee

01-Michael Edward Clark (D)
02-David R. Hancock (D)
03-John Wolfe, Jr. (D)
04-Lincoln Edward Davis (D)
05-James H. S. Cooper (D)
06-Brett Ryan Carter (D)
07-Greg Robert Rabidoux (D)
08-Roy Brasfield Herron (D)
09-Stephen Ira Cohen (D)

Texas

G -Bill White (D)
S -Kay Bailey Hutchison (R)
01-No Endorsement
02-No Endorsement
03-John Lingenfelder, Jr. (D)
04-VaLinda Hathcox (D)
05-Tom Berry (D)
06-David Edwin Cozad (D)
07-No Endorsement
08-Kent Hargett (D)
09-Alexander Green (D)
10-George Theodore Ankrum (D)
11-James M. Quillian (D)
12-Tracey Neal Smith (D)
13-No Endorsement
14-Robert C. Pruett, Jr. (D)
15-Rubén E. Hinojosa (D)
16-Silvestre Reyes (D)
17-Chet Edwards (D)
18-Sheila Jackson Lee (D)
19-Andy Wilson (D)
20-Charles A. Gonzalez (D)
21-Lainey Melnick (D)
22-Lakesha D. Rogers (D)
23-Ciro D. Rodriguez (D)
24-No Endorsement
25-Lloyd A. Doggett (D)
26-Neil L. Durrance (D)
27-Solomon P. Ortiz (D)
28-Henry R. Cuellar (D)
29-Raymond E. Green (D)
30-Eddie Bernice Johnson (D)
31-No Endorsement
32-Grier Raggio (D)

Utah

G -Peter Corroon (D)
S -Samuel Frank Granato (D)

Utah

- 01 -Morgan Emory Bowen (D)
- 02 -James David Matheson (D)
- 03 -Karen Hyer (D)

Vermont

- G -No Endorsement
- S -Patrick Leahy (D)
- 01 -Peter F. Welch (D)

Virginia

- 01 -Krystal Marie Ball (D)
- 02 -Glenn Carlyle Nye, III (D)
- 03 -Robert C. Scott (D)
- 04 -Wynne Vinson Elwood LeGrow (D)
- 05 -Thomas Stuart Price Perriello (D)
- 06 -No Endorsement

Virginia

- 07 -Rickard Elian Waugh, Jr. (D)
- 08 -James P. Moran, Jr. (D)
- 09 -Frederick C. Boucher (D)
- 10 -Jeffery Robert Barnett (D)
- 11 -Gerald E. Connolly (D)

Washington

- S -Patty Murray (D)
- 01 -Jay R. Inslee (D)
- 02 -Rick R. Larsen (D)
- 03 -Dennis Heck (D)
- 04 -Jerame V. Clough (D)
- 05 -Daryl Romeyn (D)
- 06 -Norman D. Dicks (D)
- 07 -James Adelbert McDermott (D)
- 08 -Suzan Kay DelBene (D)
- 09 -David Adam Smith (D)

West Virginia

- S -Joe Manchin, III (D)
- 01 -Michael Angelo Oliverio, II (D)
- 02 -Virginia Lynch Graf (D)
- 03 -Nick Joe Rahall, II (D)

Wisconsin

- G -No Endorsement
- S -Russell D. Feingold (D)
- 01 -John Harold Heckenlively (D)
- 02 -Tammy Baldwin (D)
- 03 -Ron Kind (D)
- 04 -Gwendolynne Moore (D)
- 05 -Todd P. Kolosso (D)
- 06 -Joseph C. Kallas (D)
- 07 -Julie Lassa (D)
- 08 -Steven Leslie Kagen (D)

Wyoming

- G -Leslie Petersen (D)
- 01 -David Allan Wendt (D)



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Be a Star on the Union Sportsmen's Alliance Brotherhood Outdoors TV Series

Don't just watch hunting or fishing shows from your couch. Be a guest star on Brotherhood Outdoors, a brand new outdoor TV series of the Union Sportsmen's Alliance that will feature hardworking and hard playing union members like you.

You work hard to keep this country running. You love your family and your union brothers and sisters. You volunteer your time and talents to make a difference in your community. And, you're passionate about the outdoors and passing on our hunting and fishing heritage to the next generation. That makes you a star in our book, so we want you on Brotherhood Outdoors.

The series, which will begin airing on the Sportsman Channel in July 2011, will portray two kinds of adventure. In some episodes, host Tom Ackerman will take guests on an outfitted hunting or fishing trip in North

America, often with a union member-owned outfitting operation. In others, the tables will be turned as union guests play the guide, taking Tom to their secret hunting spot or honey-hole.

So whether you want to take a break from the do-it-yourself routine and join Tom for a guided hunting or fishing adventure OR show your union brothers and sisters and the rest of America that you've got the skill and experience to be the guide, get your application in today and be a star on Brotherhood Outdoors!

To apply, download an application from www.unionsportsmen.org/brotherhoodtv.

Link: http://www.unionsportsmen.org/promotions/eventspdfs/Brotherhood_Outdoors_Application.pdf ■



RAILROAD RETIREMENT



Credit for Military Service Under the Railroad Retirement Act

Many railroad employees have at some time served in the Armed Forces of the United States. Under certain conditions, their military service may be credited as rail service under the Railroad Retirement Act.

The following questions and answers provide information on how military service may be credited towards railroad retirement benefits.

1 Under what conditions can military service be credited as railroad service?

The intent behind the crediting of military service under the Railroad Retirement Act is to prevent career railroad employees from losing retirement credits while performing active duty military service during a war or national emergency period. Therefore, to be creditable as railroad service under the Railroad Retirement Act, active duty service in the U.S. Armed Forces must be preceded by railroad service in the same or preceding calendar year. With the exceptions noted later, the employee must also have entered military service when the United States was at war or in a state of national emergency or have served in the Armed Forces involuntarily. Military service is involuntary when an employee is required by law, such as Selective Service System conscription or troop call-up from a reserve unit, to leave railroad service to perform active duty military service.

Only active duty military service is creditable under the Railroad Retirement Act. A person is considered to have been on active duty while commissioned or enrolled in the active service of the Armed Forces of the United States (including the U.S. Coast Guard), or while ordered to Federal active duty from any reserve component of the uniformed Armed Forces.

2 What are some examples of creditable service performed by a member of a reserve component, such as the Army Reserve?

Any military service a reservist was required to perform as a result of a call-up to active duty, such as during the

current partial mobilization, would be creditable under the Railroad Retirement Act, so long as the military service was preceded by railroad service in the same or preceding year.

Annual training duty as a member of a reserve component of a uniformed service is also considered active duty and may be creditable, provided the employee service requirement is met. The period of active duty for training also includes authorized travel time to and from any such training duty. However, weekend alone or evening reserve duty is not creditable.

Active duty in a State National Guard or State Air National Guard unit may be creditable only while the reservist was called to Federal active duty by the Congress or President of the United States. Emergency call-up of the National Guard by a governor for riot or flood control would not be creditable.

3 What are the dates of the war or national emergency periods?

The creditable periods that affect current retirements are:

- September 8, 1939, through June 14, 1948.
- December 16, 1950, through September 14, 1978.
- August 2, 1990, to date as yet undetermined.

If military service began during a war or national emergency period, any active duty service the employee was required to continue in beyond the end of the war or national emergency is creditable, except that voluntary service extending beyond September 14, 1978, is not creditable.

Railroad workers who voluntarily served in the Armed Forces between June 15, 1948, and December 15, 1950, when there was no declared national state of emergency, can be given railroad retirement credit for their military service if they:

- performed railroad service in the year they entered or the year before they entered military service, and;
- returned to rail service in the year their military service ended or in the following year, and;
- had no intervening non-railroad employment.

4 Are the unemployment and sickness benefits payable by the RRB affected if an employee is also receiving a military service pension?

Yes. The unemployment and sickness benefits payable by the RRB are affected if a claimant is also receiving a military service pension. However, payments made by the Department of Veterans Affairs will not affect railroad unemployment or sickness benefits.

When a claimant is receiving a military service pension or benefits under any social insurance law for days in which he or she is entitled to benefits under the Railroad Unemployment Insurance Act, railroad unemployment or sickness benefits are payable only to the extent to which they exceed the other payments for those days. In many cases, the amount of a military service pension precludes the payment of unemployment or sickness benefits by the RRB. Examples of other such social insurance payments are civil service pensions, firefighters' and police pensions, and certain workers' compensation payments. Claimants should report all such payments promptly to avoid having to refund benefits later.

5 How can military service be used to increase benefits paid by the Railroad Retirement Board (RRB)?

Railroad retirement annuities are based on length of service and earnings. If military service is creditable as railroad service, a person will receive additional compensation credits for each month of creditable military service and railroad service credit for each active military service month not already credited by actual railroad service.

Creditable military service may be used in addition to regular railroad service to meet certain service requirements, such as the basic 10-year or 5-year service requirements for a regular annuity, the 20-year requirement for an occupational disability annuity before age 60, the 25-year requirement for a supplemental annuity, or the 30-year requirement for early retirement benefits.

6 Can proof of military service be filed in advance of retirement?

Railroad employees are encouraged to file proofs of their military service well in advance of retirement. The information will be recorded and stored electronically until they actually retire. This will expedite the annuity application process and avoid any delays resulting from inadequate proofs.

If employees do not have an official record of their military service, their local RRB office will explain how to get acceptable evidence. All evidence brought or mailed to an RRB office will be handled carefully and returned promptly.

7 Can United States Merchant Marine service be creditable for railroad retirement purposes?

No. Service with the Merchant Marine or civilian employment with the Department of Defense is not creditable, even if performed in wartime.

8 Are railroad retirement annuities based in part on military service credits reduced if other benefits, such as military service pensions or payments from the Department of Veterans Affairs, are also payable on the basis of the same military service?

No. While railroad retirement employee annuities are subject to reductions for dual entitlement to social security benefits and, under certain conditions, Federal, State, or local government pensions, as well as certain other payments, railroad retirement employee annuities are always exempt from reduction for military service pensions or payments by the Department of Veterans Affairs. ■

From the President

continued from page 3

pays enormous dividends back to the American people and the U.S. economic engine for decades and even centuries to come. The time has come for high-speed rail in this country.

Our commuter and passenger rail members will be an integral part of this fundamental shift in our nation's transportation policy as we see more investment in high-speed rail and fewer dollars used to expand our already overburdened highway and airport infrastructure. It may sound a bit corny, but "if we build it, they will come..." and our commuter and passenger members will be there to make sure that it is done right.

High-speed rail in Europe and Asia work under a different model than we can expect to see in the States. Europe and Asia do not share high-speed rail corridors with slower freight trains. With few exceptions, the U.S. high-speed rail model will have high-speed trains and freight trains sharing common track. Because of cost and other limitations, the future of U.S. commuter and passenger rail, both high-speed and slower, are inseparable from the current freight-rail network.

We can expect to see more and more commuter-on-freight proposals to come forward as states seek ways to expand their commuter and passenger rail capabilities with minimal investment. A new trend has emerged where railroads continue to operate over a line where they have shifted the liability and right-of-way maintenance costs to the state or another taxpayer-funded program. This type of deal is particularly enticing to the railroads on lines that are less profitable than their higher-density lines. These deals are mutually beneficial for the railroad and the state; however, rail workers are often the collateral damage in these "sweet-heart" deals.

When you hear the words "public-private partnership" or "commuter-on-freight" you should be alerted that these changes could affect our jobs. We only need to look at New Mexico and Florida to realize how devastating these kinds of deals can be to our members. In New Mexico, BNSF sold a line to the state, ridding the company of maintenance costs and liability costs while retaining track-age rights to continue to move freight over the line. In this deal, thus far, we lost four maintenance jobs and a five-man construction gang.

In Florida, following a prolonged and costly political

battle, we were able to save six maintenance jobs that were going to be given to non-union contractors. There are more of these deals on the drawing board across the nation. It's very challenging to fight these on a state-by-state basis.

Through our national legislative efforts, we now have rail labor, the American Associations of Railroads, and our democratic friends in Congress in agreement that changes need to be made to the Interstate Commerce Act that will prevent the sacrifice of good union jobs during these transactions. We are confident that, with the joint efforts of these partners, we can achieve the changes necessary by the end of this year. We will not stand by while these deals cause the loss of rail jobs as collateral damage. Brothers and Sisters: we still need your help.

Until we achieve the necessary changes to the Interstate Commerce Act, we need our members and locals to watch over their state legislatures so that we can participate as stakeholders in the commuter-on-freight initiatives. The BRS has always been a proponent of commuter and passenger rail, and we will continue to do so.

We believe that as active participants and stakeholders, we can help agencies meet the needs of commuter and passenger service without sacrificing the jobs of hard working railroad union members. But to do that, it is critical that we are acknowledged early in the process — and the earlier the better. If we learn of these deals after the ink is dry, it is probably too late to influence the outcome.

We have weathered many battles over the years, and with your help, we will weather these. We can't afford to sit on the sidelines to see what happens. We can't afford to let others shape our future. I encourage our locals to join the state AFL-CIO federations.

We could not have stopped the Florida legislature from nullifying our contract without the help of the Florida AFL-CIO, who helped us defeat anti-labor bills in 2008 and 2009. As I previously mentioned, that effort saved six BRS jobs directly, and it indirectly saved another 200 by establishing a future pattern for commuter-on-freight in that state which should keep our members working.

The AFL-CIO has individual state federations in all 50 states, and I encourage your Local to join. The membership fees are minimal — generally less than a dollar per month, per member — and because it is so important,

Grand Lodge will split the cost of the membership fee with any Local which joins their state AFL-CIO federation. Brothers and Sisters, we need to take this very seriously; the job you save may very well be your own.

On November 1, 2009, the BRS entered into the current round of National Negotiations. Just as we found in the last round, joining a coalition and pooling our resources has a proven record and provides the BRS and all the other coalition members with a stronger negotiating position. Thus far, our negotiations have mostly focused on health and welfare costs. We have spent a large amount of time negotiating improvements in paid-time-off, such as, vacation, personal days, and sick leave. There have been no meaningful discussions on general wage increases. The BRS is in coalitions on Amtrak and the Massachusetts Bay Commuter Railroad.

While the last four years have been generally good for the BRS, the hazardous environment that we work in became much too real for all of us. Since June of 2008, six Signalmen lost their lives in striking-event accidents; four were struck by trains and two were struck and killed by highway-motor vehicles while working at highway-rail grade crossings. Thankfully, we have not had another fatality since September of last year. Each of us must do everything we can to prevent serious injuries or fatalities.

As your union president, one of my greatest challenges and responsibilities is reminding our members of the hazardous and sometimes dangerous environment that we work in every day. As union leaders, we have a duty and obligation to lead by example. We must comply with the operating rules and insist others to do the same. Foolhardy shortcuts place you and your coworkers at risk and, at a minimum, influence others to mimic your actions.

This week is an important time for the BRS. We are assembled here to choose our Grand Lodge Officers and to determine our goals and the future of our Organization. As delegates representing Local Lodges and General Committees from all across the United States, it is up to you to help guide this Organization through the challenges that lie ahead. We will build on the structure left by those who preceded us, and we will lay our own groundwork for those who follow.

Our predecessors understood that it is only through courage, determination, and hard work that the unobtainable transitions to the obtainable. They understood that success

is measured not by what they achieved for themselves, but what they have left for those who follow. That selflessness should be an inspiration to us all.

These men of vision shared a belief in unions and had the courage to stand up for working men and women, and we owe a debt of gratitude to those leaders that preceded us. We have an obligation to ensure that the decisions we make this week are not for our benefit as individuals, but are for the benefit of all our Brothers and Sisters, for today and tomorrow.

It is tempting to look back at our accomplishments and assume that our continued success is simply destiny or fate. But I can assure you that our success can only be attributed to hard work and determination. As you look to the future of this Brotherhood, you will be presented with challenges, and you will be called upon to make some tough decisions.

I want to make it very clear that we need and expect every delegate's involvement. Please keep in mind, that while you are here representing your local Brothers and Sisters, you are also representing every BRS member in determining our future. Over the next few days, we will be confronted by complex challenges that will require thoughtful solutions. We must continue the tradition of placing the betterment of the Brotherhood above all else. Working together, I am confident that we will do just that.

Like our Brothers and Sisters before us, I know that we all have the best interests of the BRS at heart. Brothers and Sisters, I look forward to working with you in accomplishing everything that we set out to do. We will be successful by remembering the efforts of our past leaders, by continuing to advance a pro-worker agenda, and most importantly, by keeping unity within our ranks when we tackle and overcome the challenges that lie ahead. I am anticipating a productive and harmonious convention.

Brothers and Sisters, you are the visionaries of our future, and I welcome you to the 50th Regular Convention of the Brotherhood of Railroad Signalmen.



W. Dan Pickett
BRS President

From the Secretary-Treasurer

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ers our vision is too narrow. Our vision means we support hotel workers, hospital workers, retail workers, and restaurant workers. This means auto workers and textile workers get our support. This means that we understand and support the plight of flower workers in South America and farm workers in Central America. This means undocumented workers, who are exploited by American employers, get our support. This means school teachers and government workers who are paid from our tax dollars get our support. If our vision is to be heard above the noise of our opponents, if our vision is not to check the wind, but change the wind, we must learn again to stand together. For our movement to regain its place, our vision must be broad enough to see all workers in the same way that we see ourselves and our fellow Signalmen.

The Reverend Desmond Tutu, a man of vision and a leader in the fight against apartheid in South Africa said, "The goal of human life is to live beyond the small narrow prison of our own cares." Our vision for a strong future — requires each of us to recommit ourselves to making the union movement more than a workplace belief. If we want to realize our vision, we must be activists who teach and live this movement. The labor movement is not simply a message; it is a way of life. We need to filter our decisions through our vision and our core values. Decisions, like whom we vote for, where we shop, what we purchase, and whom we support, must all be rooted in our union vision. We need to be the voice that teaches new workers what we have accomplished. We must be the voice that teaches what we can accomplish if we stand together and are committed to a vision of working together. One of the great mottos of trade unionism is "An Injury to One is an Injury to All." Do you believe that? Our actions and not our words will tell others what we truly believe.

As workers, we find ourselves facing tough employers; employers with vast resources; employers with laws, courts, and a media that favor them. One of the goals of our opponents has always been to pit one worker

against another. This strategy goes back to the founding of our movement. Jay Gould, one of the great railroad robber barons of the 19th century, said, "I can hire one half of the working class to kill the other half." Is your vision big enough to include all workers? Or is it narrow enough to be used by our opponents to pit one worker against another? If our energy is diverted to fighting other workers, we will not have much left for fighting our real opponents. We must recognize that we have far more in common than we have differences. We all want the same things. Samuel Gompers, the father of the American labor movement was asked a century

"We want more schools and less jails; more books and less arsenals; more learning and less vice; more leisure and less greed; more justice and less revenge; in fact, more of the opportunities to cultivate our better natures"

— SAMUEL GOMPERS

ago, what does labor want? He said "We want more schools and less jails; more books and less arsenals; more learning and less vice; more leisure and less greed; more justice and less revenge; in fact, more of the opportunities to cultivate our better natures." This has not changed for workers, whether you are a migrant farm worker, an airline pilot, a

coal miner, a steelworker, or a signalman, we all want the same things for ourselves and our families.

Let me give you just give a few examples of Signalmen who are finding power in joining with other workers. The members of Local 16, under the leadership of General Chairman Gus Demott and Local Chairman John Gage, have joined with the half-million workers and retirees of Florida's State Federation of the AFL-CIO, and with another organization called Jobs with Justice, to win justice for Signalmen here in Central Florida. Long Island members of Local 56, under the leadership of General Chairman Chris Natale, joined others rallying in support of New York transit workers who are fighting for justice and a fair contract. After an eight-year fight, three Amtrak general committees lead by Dave Ingersoll, Bob Tirocchi, and Grover Pankey, formed a coalition with other rail unions to get a fair contract for Amtrak workers. Vice President Dennis Boston is leading every rail union, except one, in a coalition to fight for a fair contract for commuter workers in Massachusetts. These are just a few examples. If time permitted, I could go on with examples of leadership in

this room that are leveraging the strength of our union by joining with others to fight for justice and workers' rights. Leaders who have seen the cause of other workers and have made it their cause.

For more than 30 years, I have witnessed this vision in a Brother and fellow Signaller. As the first full-time National Legislative Representative for Signalmen, he worked with other unions to build coalitions in Washington, D.C., to expand the power and voice of Signalmen that continues to pay dividends today. Our recognition and success on Capital Hill is a direct result of the work he began 30 years ago. In the past 30 years, we have seen legislative victories in railroad retirement, grade crossing regulations, roadway worker regulations, improved hours-of-service, and positive train control. This all flows from his efforts and the foundation he built for Signalmen to work with others in Washington. As a Regional Vice President, he assisted striking Pitson coal miners. The young Mine Workers Union President he helped was Richard Trumka. Richard is now President of the AFL-CIO, the highest-ranking union officer in America. The commitment of a BRS Vice President to help mine workers in South West Virginia resulted in a friendship that amplifies our small union's voice in the American labor movement

When the opportunity arose to organize workers beyond our craft on a regional railroad, he successfully fought his own union leadership to reach beyond simply helping Signalmen. Instead of representing only 14 Signalmen on a regional railroad, for nearly 20 years, we have represented more than 100 employees' including maintenance of way and shop craft workers. When signal contractors began doing signal work on unrepresented short lines, he had the vision to begin to organize Signalmen who work for them. He led in the formation of the AFL-CIO's Rail Labor Division of the Transportation Trades Department and served as the first Chairman of that division.

After the 2003 round of bargaining, where the railroads pitted one union against another, he led in the effort that united crafts together to advance our bargaining strength through a national bargaining coalition. Instead of following a pattern set by larger unions, his leadership in that coalition gave Signalmen a leading voice

in setting the pattern. In the current round of national bargaining, he chairs the Rail Labor Bargaining Coalition that represents six unions and 70,000 workers, again giving Signalmen a voice beyond our size. His advocacy for coalitions helped end eight years of stalled negotiations on Amtrak. Signalmen led a bargaining coalition that brought Amtrak to a Presidential Emergency Board and a successful agreement. His vision has given Signalmen a voice on Capitol Hill. His vision has given Signalmen a safer place to work. His vision has given Signalmen and their families improved living standards.

To this day, his vision is demonstrated when he fights for legislation, when he fights to protect our Agreements, when he fights to see that unorganized workers have a voice, and when he crisscrosses this country nearly every weekend attending local meetings to share his vision and listen to the voice of our members.

Over the past 30 years that I have served beside him and under his leadership, we have truly become brothers. He is a brother with passion, and he is a brother with vision. It is my pleasure to introduce to you my good friend, my Brother, and our President, Brother Dan Pickett.

Fraternaly yours,



Walt A. Barrows
BRS Secretary-Treasurer



AFL-CIO NATIONAL BOYCOTTS



25 HOTELS ADDED TO AFL-CIO BOYCOTT LIST

Seven Hyatt Hotels and 18 others have been added to the AFL-CIO Boycott list at the request of **UNITE HERE**.

As the union's continuing dispute with HYATT management expands, officials expect the list of boycotted Hyatt properties to expand.

In July, the AFL-CIO added **Hyatt's Manchester Grand in San Diego, the San Francisco Grand Hyatt Stockton, Regency Embarcadero and Fisherman's Wharf, the Regency and Harborside Hyatts in Boston and the Hyatt Regency in Cambridge, Massachusetts.**

In late August, UNITE HERE Local 1 held a rally at Hyatt's Global Headquarters to protest the company's unwillingness to negotiate a contract renewal for pacts that expired one year earlier. The union conducted a series of public demonstrations—including a May 26 work stoppage and picketing the company's shareholders meeting. UNITE HERE also conducted a strike vote at the end of July.

Despite the down economy, Hyatt continues to enjoy prosperous times. As of June 30, 2010, Hyatt had more than \$1.6 billion in cash and short-term investments available. "Hyatt is the starkest example" of hospitality

industry trends squeezing hotel workers by working them harder and brutally cutting staff to increase profits, UNITE HERE said.

Stepping up pressure on Hyatt's principal owners—the Pritzker family—the union is battling against staff cuts, reduced hours, and excessive on-the-job injuries. UNITE HERE points out that last year the Pritzker family cashed out over \$900 million by selling Hyatt shares.

HOSPITALITY, TRANSPORTATION & TRAVEL

PACIFIC BEACH HOTEL, Waikiki, Hawaii,
Management: HTH

► *International Longshore & Warehouse Union (ILWU)*

HYATT HARBORSIDE, Boston, Management: Hyatt

HYATT REGENCY, Boston, Management: Hyatt

HYATT REGENCY, Cambridge, Management: Hyatt

MANCHESTER GRAND HYATT, San Diego,
Management: Hyatt

GRAND HYATT STOCKTON, San Francisco,
Management: Hyatt

HYATT FISHERMAN'S WHARF, San Francisco,
Management: Hyatt

HYATT REGENCY EMBARCADERO, San Francisco,
Management: Hyatt

SHERATON CRYSTAL CITY, Arlington, Virginia,
Management: HEI

HILTON, Long Beach, Calif., Management: HEI

LE MERIDIEN, San Francisco, Management: HEI

HILTON CRYSTAL CITY, Arlington, Virginia, Management:
Columbia Sussex

SHERATON, Baltimore, Management: Columbia Sussex

WESTIN, Chicago, Management: Columbia Sussex

WYNDHAM, Chicago, Management: Columbia Sussex

HILTON, Sacramento, Management: Columbia Sussex

WESTIN, San Diego, Management: Columbia Sussex

WESTIN CITY CENTER, Washington, D.C., Management:
Columbia Sussex

HILTON, Anchorage

SHERATON, Anchorage

CONGRESS PLAZA, Chicago

WILSHIRE PLAZA, Los Angeles

HILTON O'FARRELL, San Francisco

PALACE HOTEL, San Francisco

W HOTEL SF, San Francisco

WESTIN ST. FRANCIS, San Francisco

► *UNITE HERE*

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Hazardous Materials Awareness Training

The Rail Workers Hazardous Materials Training Program will conduct the following hazardous materials transportation/chemical emergency response training programs at the National Labor College — George Meany Campus in Silver Spring, Maryland:

October 10–15, 2010

October 17–22, 2010

March 20–25, 2011

April 24–29, 2011

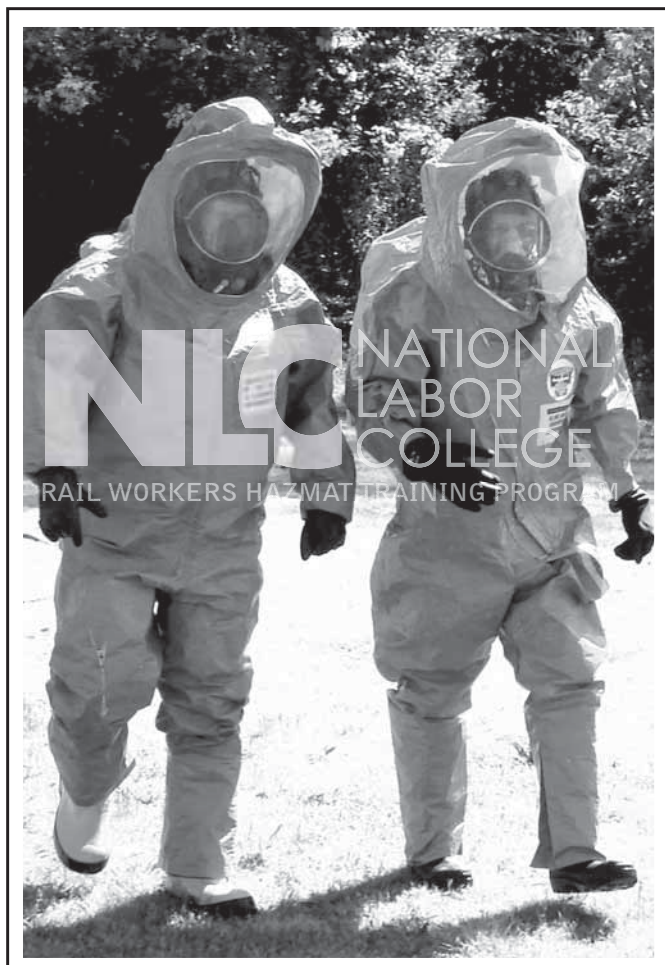
May 01–06, 2011

The training, eligible for 3 academic credits from the National Labor College, addresses OSHA and DOT required procedures and different levels of response and worker protection in a hazardous materials emergency or release, weapons of mass destruction awareness, the incident command system, as well as components required to complete OSHA 10-Hour Outreach certification. The training includes advanced classroom instruction, small group activities, intensive hands-on drills, and a simulated hazmat response in full safety gear.

The Rail Workers Hazardous Materials Training Program is funded to provide this training by a federal grant from the National Institute of Environmental Health Sciences (NIEHS) and also sponsored in part by funding from the North American Railway Foundation (NARF). This funding provides transportation, lodging, and meals for training participants. In addition, participants who are unable to secure regular pay through their employer or are not union paid officers are eligible for a stipend.

Completion of this five-day Hazmat training enables participants to attend a five-day DOT Hazmat Instructor training program.

Completed registration forms should be faxed, mailed, or emailed to the Hazmat office as soon as possible. Check the Rail Workers website for schedule updates and to register online at: <http://www.hazmatgmc.org>. ■



Railway Workers Hazardous Materials Training Program

10000 New Hampshire Avenue

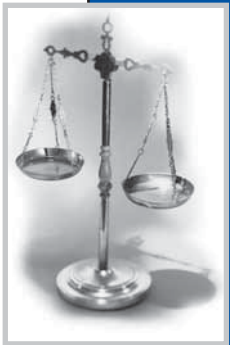
Silver Spring, Maryland 20903

(301) 439-2440

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fthomas@nlc.edu

BRS DESIGNATED COUNSEL



When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. Dan Pickett, International President, Brotherhood of Railroad Signalmen, 917 Shenandoah Shores Road, Front Royal, VA 22630-6418.

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Where to file claims for all UnitedHealthcare Insurance policies (except Plan F):

UnitedHealthcare Railroad Claims
P.O. Box 30985 • Salt Lake City, UT • 84130-0985
1-800-842-5252

Where to file claims for UnitedHealthcare Policy GA-23111 (Plan F):

UnitedHealthcare
P.O. Box 30304 • Salt Lake City, UT • 84130-0404
1-800-842-5252

UnitedHealthcare

GA-23000 Medical Management
Managed Medical Care Programs (MMCP) &
Comprehensive Health Care Benefit (CHCB)
1-800-842-9905
www.myuhc.com

Aetna Managed Care

3541 Winchester Road
Allentown, PA 18195
1-800-842-4044
www.aetnahealthcare.com

Highmark Blue Cross Blue Shield

Railroad Dedicated Unit
P.O. Box 890381
Camp Hill, PA 17089-0381
1-866-267-3320
www.bcbs.com

Life Insurance Claim

Information under MetLife Policy GA-23000
MetLife
P.O. Box 6122
Utica, NY 13504-6122
1-800-310-7770
www.metlife.com

Vision Service Plan

P.O. Box 997105
Sacramento, CA 95899-7100
Member Services
1-888-877-4782
www.vsp.com

Mental Health and Substance Abuse Benefits

For treatment, claims or inquiries call:
United Behavioral Health
1-866-850-6212
www.liveandworkwell.com
Access code: Railroad

Supplemental Sickness Benefits Under Group Policy No. R-5000

Aetna Life Insurance Company
P.O. Box 189145
Plantation, FL 33318-9145
1-800-205-7651 • Fax: 954-452-4124
You may file online at: www.wkabsystem.com
Company identifier: RR

Dental Benefits under Group Policy No. GP-12000

Aetna
P.O. Box 14094
Lexington, KY 40512-4094
1-877-277-3368
www.aetnahealthcare.com

Managed Pharmacy Benefit Medco Rx Services

Retail pharmacy network provides medication for acute, short-term care. Mail-order prescription service provides medication for chronic, long-term care.
UnitedHealthcare Plans GA-23000 and GA-46000
1-800-842-0070
www.medco.com

Railroad Retirement Board

1-877-772-5772 — Automated Help Line
www.rrb.gov

INACTIVATED INFLUENZA VACCINE

WHAT YOU NEED TO KNOW 2010-11

Many Vaccine Information Statements are available in Spanish and other languages. See <http://www.immunize.org/vis>
Hojas de Información Sobre Vacunas están disponibles en Español y en muchos otros idiomas. Visite <http://www.immunize.org/vis>

1 Why get vaccinated?

Influenza (“flu”) is a contagious disease.

It is caused by the influenza virus, which can be spread by coughing, sneezing, or nasal secretions.

Anyone can get influenza, but rates of infection are highest among children. For most people, symptoms last only a few days. They include:

- fever
- sore throat
- chills
- fatigue
- cough
- headache
- muscle aches

Other illnesses can have the same symptoms and are often mistaken for influenza.

Infants, the elderly, pregnant women, and people with certain health conditions – such as heart, lung or kidney disease or a weakened immune system – can get much sicker. Flu can cause high fever and pneumonia, and make existing medical conditions worse. It can cause diarrhea and seizures in children. Each year thousands of people die from seasonal influenza and even more require hospitalization.

By getting vaccinated you can protect yourself from influenza and may also avoid spreading influenza to others.

2 Inactivated influenza vaccine

There are two types of influenza vaccine:

1. **Inactivated** (killed) vaccine, or the “flu shot” is given by injection into the muscle.
2. **Live, attenuated** (weakened) influenza vaccine is sprayed into the nostrils. *This vaccine is described in a separate Vaccine Information Statement.*

A “high-dose” inactivated influenza vaccine is available for people 65 years of age and older. Ask your healthcare provider for more information.

Influenza viruses are always changing, so annual vaccination is recommended. Each year scientists try to match the viruses in the vaccine to those most likely to cause flu that year.

The 2010-2011 vaccine provides protection against A/H1N1 (pandemic) influenza and two other influenza viruses – influenza A/H3N2 and influenza B. It will not prevent illness caused by other viruses.

It takes up to 2 weeks for protection to develop after the shot. Protection lasts about a year.

Some inactivated influenza vaccine contains a preservative called thimerosal. Thimerosal-free influenza vaccine is available. Ask your healthcare provider for more information.

3 Who should get inactivated influenza vaccine and when?

WHO

All people **6 months of age and older** should get flu vaccine.

Vaccination is especially important for people at higher risk of severe influenza and their close contacts, including healthcare personnel and close contacts of children younger than 6 months.

People who got the 2009 H1N1 (pandemic) influenza vaccine, or had pandemic flu in 2009, should still get the 2010-2011 seasonal influenza vaccine.

WHEN

Getting the vaccine as soon as it is available will provide protection if the flu season comes early. You can get the vaccine as long as illness is occurring in your community.

Influenza can occur at any time, but most influenza occurs from November through May. In recent seasons, most infections have occurred in January and February. Getting vaccinated in December, or even later, will still be beneficial in most years.

Adults and older children need one dose of influenza vaccine each year. But some children younger than 9 years of age need two doses to be protected. Ask your healthcare provider.

Influenza vaccine may be given at the same time as other vaccines, including pneumococcal vaccine.

4 Some people should not get inactivated influenza vaccine or should wait

- Tell your healthcare provider if you have any **severe** (life-threatening) allergies. Allergic reactions to influenza vaccine are rare.

Electronic Payments For RRB Beneficiaries

Paper checks may be a thing of the past for U.S. Railroad Retirement Board (RRB) beneficiaries who still receive them, under a recent initiative announced by the Department of the Treasury.

One part of the Treasury initiative would eliminate the vast majority of paper checks for federal benefit payments over the next three years. New recipients of federal benefits would receive such payments by electronic means starting March 1, 2011. Individuals already on the benefit rolls as of that date could continue to receive paper checks until March 1, 2013.

The most common form of electronic payment for railroad retirement, social security, and veterans benefits is through Direct Deposit, in which the amount is automatically transferred to an individual's bank account. The

RRB currently pays approximately 90 percent of its benefits by Direct Deposit, which is greater than the government-wide average of about 85 percent.

However, a significant number of beneficiaries who receive paper checks do not have bank accounts. As a result, the new initiative will use Treasury's Direct Express debit card to pay these individuals. The amount of the government benefits will be loaded onto the card, which can then be used like an ordinary debit card.

The debit cards, which currently carry a MasterCard logo, also allow the holder to avoid paying fees for check-cashing services.

Additional information on the initiative is also available on Treasury's web site, www.godirect.gov. ■

A Helping Hand — The Thomson Foundation

Financial Assistance for Daughters of Deceased Railroad Employees

John Edgar Thomson was the third president of the Pennsylvania Railroad and led the company from 1852 to 1874. Although John Thomson never had children of his own, he often pondered on the difficulties of orphaned girls. In that era, a fatherless boy could usually get a trade school education or find employment; a girl had little opportunity for either.

In his will, Mr. Thomson dedicated a portion of his estate in the form of a trust fund for the education and maintenance of female orphans of railway employees whose fathers may have died while in the discharge of their duties. After his death in 1874, the trust fund was established for the daughters of men killed in railroad service. Subsequently, The John Edgar Thomson Foundation was founded when Mrs. Thomson opened a girl's boarding school in Philadelphia, in December of 1882.

Today, the Foundation continues its objective by providing aid to a substantial number of girls throughout the United States in the form of financial assistance and healthcare benefits. To be eligible, the employee must have been actively employed by any United States railroad at the time of his or her death; the cause does not

need to be work related. Eligibility is also dependent on the daughter and the surviving parent remaining unmarried. Family income and expenses are also considered when determining eligibility.

The monthly allowance made under the grant may cover the period from infancy to high school graduation, and in some circumstances to age 22, to assist the grantees that are pursuing a higher education. The Foundation also offers special healthcare benefits.

Funding for the work of the Foundation is completely independent of any railroad. It neither solicits nor receives funds from the public. ■

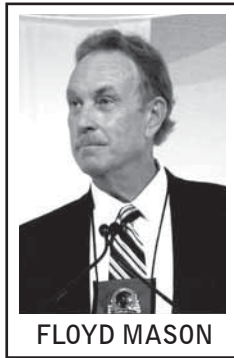
Further information and applications may be obtained by writing to:

Sheila Cohen, Director
The John Edgar Thomson Foundation
201 S. Eighteenth Street, Suite 318
Philadelphia, PA 19103
Telephone and Fax: (215) 545-6083
Toll free: (800) 888-1278
Email: sjethomson@aol.com

A Special Report to BRS Members

continued from page 13

Delegate T.P. Hudson, Local 16, placed Mason's name in nomination, citing his 30-plus-year career with the railroad, starting in 1974 at Local 52 when he was a member of the United General Committee. He had held the position of Vice President since his election in 1991. Mason had an impressive academic background, including being a graduate of the National Labor College and completing courses at Harvard. He also coordinated nine General Committees including 12 bargaining Agreements.



FLOYD MASON

His nomination was seconded by Mike Leasor, Local 234, and ten other delegates. There being no other nominations for the office, Floyd Mason was elected by acclamation. He thanked his nominators and acknowledged the presence of his wife Sandy, his three children, and granddaughter, Sophia Rose.

Vice President — Midwest was the next office to be filled. Delegate Bill Duncan, Local 89, placed the name of **Joe Mattingly**, who began his career with L&N in 1974 and had held the position of Vice President —Midwest since 1998, into nomination. Delegate Mike Leasor, Local 234, seconded the nomination along with several others. There being no other nominations, Joe Mattingly was elected by acclamation.



JOE MATTINGLY

He thanked his nominator and seconders, and also the entire Grand Executive Council. He also paid special tribute to the BRS Retirees and reminded the delegates they had a wealth of knowledge and to continue to seek their guidance.

After declaring that an extra session was in order to complete the election process, President Pickett announced that the SPL, the BRS political action fund, had added new contributors, which would generate an additional \$10,000 per year. He thanked the delegates for their continued contributions, especially during such tough economic times.

The final offices to be filled were for the three Grand Lodge Trustees, beginning with the Trustees — Chairman, a position currently held by **Mike Owens**. Tim Tarrant, Local 183, placed Owens' name in nomi-

nation. He thanked Owens for the innovative ways in which he handled Metra, and asked the brothers to fully support Owens. The nomination was seconded by Dennis Roberts, Al Rush, Chris Natale, Kevin Lavin, and Bill Kirkpatrick. There being no other nominations, Mike Owens was elected by acclamation.



MIKE OWENS

Owens thanked the delegates for honoring him with another term as Grand Lodge Trustee and for continuing to give the Board direction. "Railroading is in our blood," he said, as he promised to let harmony and unity prevail in his decision-making.

President Pickett called upon all delegates who were veterans and asked them to stand and be recognized. Pickett reminded

the delegates that the BRS always supports our troops. He also recognized first-time delegates, and a surprising number were in attendance.

Nominations were then open for the second office of Trustee — Secretary, a position currently held by **Kim Poole**.

Leon Scanlon, Local 226, placed Poole's name in nomination, which was seconded by Delegate J.B. Goodman, Local 157. Delegate Ken Grigsby, Local 85, nominated Harry Doucet, Jr., from Local 157, seconded by Mike Holloway, also of Local 157. Both candidates received



KIM POOLE

numerous seconds. After nominations were closed, the candidates were allowed three minutes to speak to the delegates.

Kim Poole, a Maintainer on the Soo Line out of Minneapolis, was proud to have been a Trustee for three and a half years. He thanked the other Trustees for their knowledge and hard work, which had led to many successful financial accomplishments, including the early payoff of the headquarters building.

Harry Doucet, with 25 years of service, had held the position of Local Chairman since the mid-1990s and was the Union Pacific General Chairman. He was very involved in the auditing process and had taken the audit classes conducted by Secretary-Treasurer Walt Barrows.

The Convention stood at ease as the Tellers manned their

stations for the casting of ballots. At the conclusion of the voting, Head Teller Higgins reported that a majority decision had been reached as follows: With 249 votes cast, Kim Poole received 165; Harry Doucet, 84. Kim Poole was declared the winner. He stated that Harry was his friend and had run for office “because he cares about the financial matters of the BRS as much as I do.” Doucet congratulated Brother Poole and said he would try again at the next Convention.

Nominations were then open for the final office of Trustee. Delegate Bill Yates, Local 16, nominated **Gus Demott**, the current Trustee, and said he was a great leader who was respected by his peers. Bill Duncan, Local 89, and several others seconded the nomination. There being no further names put forth, nominations were closed, and R.G. “Gus” Demott was elected by acclamation. Demott thanked his Committee and others for their kind comments, and pledged to keep the BRS in the forefront of all his work as a Trustee.



GUS DEMOTT

The final order of business was the site selection process for the next BRS Convention in 2014. In accordance with the Constitution, five cities were researched, which were then placed on the ballot for the delegates’ consideration. They included Las Vegas, Philadelphia, Orlando, Seattle, and St. Louis. Las Vegas received 148 votes, a clear majority, and was named as the next convention site.

CONVENTION DAY 4

Robert Scardelletti, President Transportation Communications Union

Bob Scardelletti, President of the TCU/IAM and Chairman of the Cooperating Railway Labor Organizations (CRLO), spoke about the ongoing cooperation within the group, which works for the mutual benefit of all rail workers covered by the National Health and Welfare Plan. The plan covers over 151,000 railroad employees plus their dependents. The CRLO constantly monitors all legislation concerning healthcare, which may affect the members covered by the plan.

Health insurance coverage is one of the most important — but also one of the most costly — benefits an individual can have. A serious illness can easily bankrupt the

average worker. For railroad workers, these benefits did not come easily and they did not come overnight. They are a product of years of collective bargaining.

The premium cost to the freight railroads is over 2 billion dollars per year. The carriers pay monthly premiums totaling \$1,307 (per member) plus extra for dental and

vision per month, while employee contributions remain at around \$200. Each year the plan processes 3.8 million claims.

In the current round of negotiations, the carriers’ number one focus is to reduce their premiums by raising employee contributions and restructuring deductibles, forcing workers to pay more.

Keep in mind that, even during the deepest recession since the Great Depression, the railroads continue to make record profits. The CRLO is vigilantly monitoring all attempts to undermine employee benefits.

Railroad Retirement is another benefit cherished by all railroad workers. Former BRS President Butch Speakman championed pension protections during his entire tenure, and it remains as one of the very best pensions in the country. With the passage of the Survivors’ Improvement Act in 2001, the Retirement Investment Trust was created which manages and invests railroad retirement funds.

The BRS, TCU, and other rail unions lobbied extensively for the passage of this historic legislation, which set retirement at age 60 — an incredible feat. While other pension plans are failing and even being wiped out, the Railroad



ROBERT SCARDELLETTI

Retirement pension is financially solid and is projected to stay that way for the next 75 years.

Scardelletti concluded by saying, "We cannot rely on the company; we are merely a means to their profits. The fact remains that everything rail workers have, on and off the job, can be attributed to the union. Without the union, the companies would slash wages and benefits to nothing. The union is the last line of defense against corporate greed."

Resolutions Committee Report

Chair Harry Doucet, Local 157, reported on behalf of the Committee that it had deliberated on five resolutions and recommended the following:

Resolution No. 1 — sought to establish a policy to help pay the moving expenses for Grand Lodge Officers and Representatives back to their home upon retirement. The Committee's recommendation of adoption passed.

Resolution No. 2 — sought to obtain the knowledge and consent of the General Committee before making changes to the list of designated legal counsel. The Committee's recommendation of adoption passed.

Resolutions No. 3 — would establish a limitation to the number of consecutive work days for Signalmen. The Committee recommended rejection and felt that the General Committee should address this issue.

An amendment was put forth by Delegate Andy Brashler, Local 183, stating that the BRS would endeavor to secure regulations to limit the number of consecutive days Signalmen were required to work at the straight time rate. Delegate Tarrant, Local 183, spoke against the amendment, saying it would affect overtime. He recommended rejection of the amendment and passage of the resolution as presented by the Committee. Delegate Dennis Roberts, Local 183, said this was a local issue and should not be turned into a national problem. The amendment was ultimately rejected and the Committee's recommendation of rejection passed.

Resolution No. 4 — sought to improve personal leave and vacation time for members. The recommendation of the Committee for adoption passed.

Resolution No. 5 — sought to improve bereavement leave available to members. The Committee recommended adoption. Passed and so ordered.

Officers' Report Committee

Chair Clyde Easterling, Elective Delegate-at-Large, PATH, reported on behalf of the Committee the following corrections to the Officers' Report: On Page 41, third line in the right-hand column, change "Supplemental Life" to read "Supplemental Sickness." Change "\$50,000" to "\$2,635 per month." The report was adopted.

President Pickett called on Delegate John Gaige, Delegate-at-Large, Southeast General Committee, to report on his testimony before the Florida legislature regarding CSX's decision to sell 60 miles of tracks to the State of Florida for the new "Sun Rail" system near Orlando. The Florida Department of Transportation is an "anti-union vampire," he said, and Signalmen must do everything in their power to fight the plan. If it passes in Florida, they will take it nationwide.

"But we can't fight it alone," he said. BRS members must convince other labor coalitions to join in. "We are the experts and we can convince people." Floyd Mason and Grand Lodge had helped a great deal in defeating CSX twice before on this issue. Federal dollars are pouring into Florida and the FDOT wants to grab them for its Tampa line, The East Coast rail, and Amtrak expansion. Wherever these railroads are being built, "we must make sure they are built wall-to-wall union," he said.

That means reaching out to construction workers, maintenance-of-way, civil rights groups, students, even churches to help us in our demands that FDOT adhere to the Davis-Bacon Act which guarantees union jobs. The BRS must think beyond the rail unions and reach out to union members across all crafts. Distressed working people and the unemployed need those jobs. "There is a boom in railroading today and we need to use it to our advantage," Brother Gaige said.

President Pickett followed up with the fact that other states had gone through similar fights regarding contracting out and had prevailed in most cases. Members need to get more involved with legislative issues. Federal money was coming into Florida, and the railroads are trying to get around union rules. That money should be earmarked for job creation and help for unemployed workers.

Committee on Laws

Chairman of the Grand Board of Trustees, Mike Owens, Chair of the Laws Committee, continued with his report, as follows:



Recommendation No. 1 — Change all Grand Lodge officers' titles within the Constitution of the BRS by deleting "International" at the beginning of each title. The amendment was adopted.

Recommendation No. 2 — Article I, Sec. 187 — Amend to read "...or those who are returned to active military service and later reemployed under the provisions of the law concerning returning veterans, shall..."

Add a second paragraph to read: "If such member holds an elected office in a Local Lodge, General Committee, or Grand Lodge, that member will be granted a leave of absence from their elected position until he returns or the position is filled by another member through regular election." The amendments were adopted.

Recommendation No. 3 — Article I, Sec.130 (Official Publication) — Amend the 2nd sentence as follows: "In addition, there shall be other forms of electronic communication used as informational supplements to the Journal."

Sec. 131 — Replace "and The Signalman's Journal Update" with "and all other informational supplements to the Journal."

Sec. 132 — Replace the word "organ" with "publication." Delete "and The Signalman's Journal Update." Replace "Update successfully and economically" with "other informational supplements."

An additional amendment to Sec.132 was suggested by Delegate Ted Stirling, Union Pacific General Committee, to replace the words "contract for" with "ensure." The amendment was adopted, and the Committee's recommendations as amended were adopted.

President Pickett stated that headquarters was striving to keep the BRS website more current and more frequently updated and suggested the members submit their email addresses to the office for that purpose.

Recommendation No. 4 — Article II, Sec.53 and Article III, Sec.32 — Replace the 2nd sentence with "Hereafter, such audits must be made at least every twelve (12) months on a form prescribed by the Grand Lodge and a copy of such audit shall be furnished to the International Secretary-Treasurer. If the report of the audit is not furnished to the International Secretary-Treasurer annually, the International Secretary-Treasurer may cause an audit and any costs associated with the audit, including travel costs, shall be borne by the Local Lodge." Similar language in Article III, Sec.32 would apply to the General Committees. The last sentence in those sections would remain the same. The amendments were adopted. Delegate Doucet, Local 157, requested that the word "International" be removed to comply with

Recommendation No. 1 of the Committee. So ordered.

Recommendation No. 5 — Article II, Sec.38 and Article III, Sec.20 — "Add new (c) Local Lodges which do not elect section (a) or section (b) above shall cause audits of their accounts to be made at least every twelve (12) months. The Local Lodges will furnish monthly the Local Board of Trustees a copy of all bank statements. The checking account bank statement furnished to the Trustees shall include images of all checks drawn on the Local funds. Securities and bank accounts will be under the joint control of the Local Financial Secretary and another officer designated by the Local Lodge." Similar language in Article III, Sec.20 would apply to the General Committees. The amendments were adopted.

Recommendation No. 6 — Article III, Sec.24 — Delete "when requested" at the end. Add a 2nd sentence to read, "If such report is more than two quarters in arrears, the President shall notify the General Committee that failure to furnish the report may cause an audit of the General Committee's grievance records. Any cost associated with the audit, including travel costs, shall be borne by the General Committee."

Recommendation No. 8 — Article I, Sec.137 — Add a paragraph to read: "In addition to the monthly per capita tax rate, an additional \$0.10 will be added for all active members (full dues) and active nonmembers. The additional \$0.10 will be deposited into the BRS Scholarship Fund."

After much discussion about the idea of setting up a scholarship fund for members and their families, the majority of the delegates who spoke on the issue wanted more details on how such a fund would be administered. A motion to table by Delegate Dan Karle, Local 16, failed. A motion to table until the next Convention by Delegate Frank Nobile, Local 9, passed.

A resolution was presented by Delegate Doucet to add the names of George Jones and Charlie McGraw to the W.A. Class Honor Roll was unanimously adopted.

CONVENTION DAY 5

Delegate Eldon Luttrell asked for a point of personal privilege to issue a special Resolution of Thanks to Brother Terry Hedges who would be retiring October 1 and asking that his name be placed on the W.A. Class Honor Roll. The resolution was adopted unanimously.

The updated Credentials Report given by Secretary-Treasurer Barrows was as follows: 226 Delegates registered; 5 Elective Delegates-at-Large; and 13 Delegates-at-Large, for a total of 244. The report was adopted.

Mike Owens, Chair of the Laws Committee, continued with his report, as follows:

Recommendation No. 9 — Amend Article IV, Sec.1 thru 60 — to more fully and accurately reflect the Appeals and Election processes. The amendments were adopted.

Recommendation No. 10 — Article II, Sec.16, last sentence in the 4th paragraph — Replace with “Where there are three or more nominees for a position, the member, if he so desires, may mark his ballot for the candidate of his choice in preferential order which will permit his vote to count in case of a tie or a run-off election at the meeting.” There is also a technical amendment in Appendix B. Delete Article I.C. in its entirety. The amendments were adopted.

A motion by Delegate Jack Scott, Local 119, to remove Recommendation No. 8 from the table failed.

A motion by Delegate T.P. Hudson, Local 16, to remove Resolutions D1 thru D3 from the table failed by a standing count of 123 to 113.

Chair Owens thanked his Committee, which he explained consisted of two members from the Grand Lodge, two from the Grand Board of Trustees, and two General Chairmen. “The BRS is a broad and diverse group,” he said, as he stressed the need for members to tackle issues before they become problems. “Don’t fan the flames of dissention that come from outside the BRS,” he said. He looked forward to any suggestions or resolutions coming from the membership, especially the younger members, at the next Convention.

Farewell Remarks

The BRS officers each took a few minutes to address the delegates about the future, starting with the newly-retiring officers, Charlie McGraw and George Jones. **Brother McGraw**, who was stepping down after a 38-year career, expressed great pride in the BRS and all the delegates. He encouraged everyone to keep fighting the good fight. “The railroads will never win because heart will always win over greed,” he said. He thanked his wife and family for their patience over the years, and promised to see everyone in the future as he drives around the country in his motor home.

George Jones jokingly gave Dan Pickett a retirement gift by taking off his necktie, which he said he would not be needing anymore. He wanted to especially thank Eldon Luttrell, Mike Dake, Harry Doucet, Bill Saar, Rod Kidder, John Bass, and Val Van Artsdalen for their hard work and support throughout his 44 years with the railroads. He told some funny stories about dealing with

management, but on a more serious note encouraged the delegates to “keep doing what you do best” by perfecting their craft and supporting each other.

Retiree Bill Radziewicz stressed the importance of the Signalmen’s Political League and keeping it at a healthy level, and also of interacting with legislators and Congress on issues affecting the BRS. He thanked his seven children and nine grandchildren for the surprise party they had given him on his 75th birthday.

Retiree Bill Wilson thanked the entire Executive Council for all the hard work they had done and for his many years of collaboration for the good of the Brotherhood.

Legislative Representative Leonard Parker said he felt blessed to have been a member of the BRS during his 38 years on the railroad. He was encouraged by the number of new delegates in attendance and told them to “Never let anyone divide us. You are the people. You are the congress and must actively participate in the political scene.” He tipped his hat to the delegates for their professional conduct during the meeting.

Grand Lodge Representative John Bragg thanked President Pickett and the Grand Executive Council for appointing him to his position and said it was a pleasure to work with so many dedicated brothers who all shared such love and devotion to the labor movement. He especially wanted to thank Bill Duncan, his General Chairman, for guiding him to serve the BRS.

Grand Lodge Representative Mike Baldwin talked about his days on the railroad following in the footsteps of his grandfathers, both active union members, and noted that his father, G.W. Baldwin, was a dedicated newspaper worker who lost his career because he was not protected by a union contract. He urged the delegates to spread the word about unions throughout the country. He looked forward to serving with his fellow Representatives over the next four years.

Secretary-Treasurer Walt Barrows reiterated that it takes family, dedicated colleagues at the Grand Lodge, but most of all active members to do the jobs that need to be done on in terms of helping workers, both on the railroads and in other crafts. He urged the delegates to go back home and join the fight for all workers everywhere struggling to keep their jobs and benefits.

Vice President-East Floyd Mason wanted to especially thank the brothers who had helped him throughout his career: George Jones, the first person he met at the BRS who showed him the ropes as a new leader; Charlie McGraw for his vast arbitration knowledge; Witt Harwell who gave him expert advice in collective bargaining; Walt Lauer who taught him the importance of labor education

and training; Terry Hedges, his first foreman; and last but not least, all the delegates who made his job worthwhile on a daily basis.

Vice President-Midwest Joe Mattingly thanked all the delegates, especially the newer brothers, for their dedication to the BRS and its goals. He stressed the importance of staying unified all across the country and of passing their knowledge along to other new members. “We must stand united and fight the attacks that are coming over the next few years,” he said.

Vice President-Commuter, Passenger, Transit/Political Director Dennis Boston reminded the delegates there was still a lot of work to do in the coming years. “High-speed rail is coming and we need strong Locals, union activism, and communication to ensure that the BRS comes out a winner in that arena.”

Vice President-Grand Lodge Jerry Boles

welcomed the two new officers to the Executive Council and offered his thanks and best wishes to retiring officers Jones and McGraw. He said he appreciated having been given the opportunity to serve, and urged the delegates to keep up the good work. “We’re going to need avid unionists and reps to face what’s coming in the near future,” he said.



Newly elected Vice President-NRAB Kelly Haley said there was no better group to work with than the BRS. He recognized all the representatives that had helped him along the way throughout his career. He recounted an incident this week when a young brother thanked him for “helping to save our jobs at BNSF.” It was those types of chance encounters with the rank and file that made him want to keep going. He cautioned the delegates that “commuter-on-freight” was the next big challenge facing the BRS, and the members needed to be ready to fight.

Newly elected Vice President-West Mark Ciurej thanked his wife Beth for her patience and understanding. He stressed the fact that “We need to look at the big picture” during negotiations for wages and benefits. He looked forward to working with the Executive Council, and especially with Dan Pickett, “the best boss ever,” and said he was ready to head out West and get to work.

Grand Lodge Trustee Mike Owens thanked the

Delegates for a great Convention with lots of meaningful discussion. He encouraged new members to get involved and be union activists. “We must stay united because the carriers always know if there is division among us and will use that to their advantage.”

Grand Lodge Trustee Kim Poole said he would be back to work Monday morning and looked forward to talking to other members about what had been accomplished at the Convention. He thanked Dan Pickett and Walt Barrows for guiding him to serve the BRS 19 years ago.

Grand Lodge Trustee Gus Demott thanked the two outgoing officers, George Jones and Charlie McGraw, for their many years of dedicated service. He stressed that the work of the Grand Lodge was “all about the membership,” and vowed to never go off that course.

President Dan Pickett wanted to make a point of thanking each and every General Chairman and expressed how much he appreciated their invitation to be included in their negotiations. He thanked the Staff and Representatives for putting on such a great Convention, and also thanked attorney Bill Phillips for his advice and counsel throughout the week.

To the delegates he said, “You make me proud to be your President.” Their dedication was evident in the daily work they did on the properties. Lastly, he thanked the Grand Executive Council and Board of Trustees for always being at his side through tough times. Lastly, but most important, he again thanked all the spouses and families for their abiding support, and thanked God for health and guidance throughout his leadership.

As a point of personal privilege, Delegate-at-Large **Danny Chaparro, BNSF**, wanted to thank the Local Chairmen for their passion and integrity in standing up to corporations. He applauded all the Local Chairmen who were retiring. “Lots of changes are coming,” he said, and the Brothers needed to be prepared to fight off attacks on the union. “Let the entire Brotherhood know what’s coming so they can join with us in the upcoming campaigns.”

There being no further business to come before the Convention, Chaplain Everett gave the Benediction according to BRS ritual. Thereupon, the 50th Regular Convention of the Brotherhood of Railroad Signalmen adjourned. ■

SUPPORT UNION JOBS

A guide to 2010 cars, trucks, SUVs and vans made by union members in the U.S. and Canada

UAW cars

Buick Lacrosse
Buick Lucerne
Cadillac CTS
Cadillac DTS
Cadillac STS
Chevrolet Cobalt
Chevrolet Corvette
Chevrolet Cruze
Chevrolet Malibu
Chrysler Sebring
Dodge Avenger
Dodge Caliber
Dodge Viper
Ford Focus
Ford Mustang
Ford Taurus
Lincoln MKS
Mazda6
Mitsubishi Eclipse
Mitsubishi Galant
Pontiac G6
Pontiac Vibe
Saturn Aura
Toyota Corolla*

UAW trucks

Chevrolet Colorado
Chevrolet Silverado**
Dodge Dakota
Dodge Ram Pickup*
Ford F Series
Ford Ranger
GMC Canyon
GMC Sierra**
Mazda B-series
Toyota Tacoma*

UAW vans

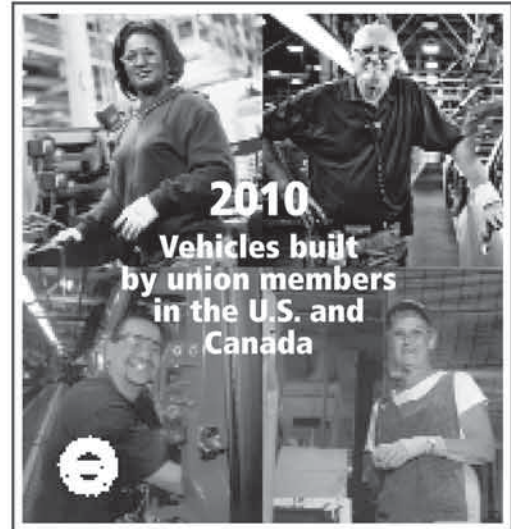
Chevrolet Express
Ford Econoline
GMC Savana

UAW SUVs/CUVs

Buick Enclave
Cadillac Escalade ESV
Cadillac Escalade/Hybrid
Chevrolet Suburban
Chevrolet Traverse
Dodge Nitro
Ford Escape/Hybrid
Ford Expedition
Ford Explorer
Ford Explorer Sport Trac
GMC Acadia
GMC Tahoe/Hybrid
GMC Yukon/Hybrid
GMC Yukon XL
H2 Hummer
H3 Hummer
Jeep Commander
Jeep Compass
Jeep Grand Cherokee
Jeep Liberty
Jeep Patriot
Jeep Wrangler
Lincoln Navigator
Mazda Tribute/Hybrid
Mercury Mariner/Hybrid
Mercury Mountaineer
Mitsubishi Endeavor
Saturn Outlook

UAW/CAW vans

Chrysler Town & Country
Dodge Grand Caravan
Volkswagen Routan



CAW cars

Chevrolet Camaro
Chevrolet Impala
Chrysler 300
Dodge Challenger
Dodge Charger
Ford Crown Victoria
Lincoln Town Car
Mercury Grand Marquis

CAW SUVs/CUVs

Chevrolet Equinox
Ford Edge
Ford Flex
GMC Terrain
Lincoln MKT
Lincoln MKX
Pontiac Torrent

All these vehicles are made in the United States or Canada by members of the United Auto Workers and Canadian Auto Workers (CAW).

Because of the integration of U.S. and Canadian vehicle production, all these vehicles include significant UAW-made content and support the jobs of UAW members.

However, those marked with an asterisk (*) are produced in the United States and another country. The light-duty (LD) crew cab versions of the vehicles marked with a double asterisk (**) are manufactured only in Mexico; other models are made in the United States. When purchasing one of these models, check the Vehicle Identification

Number (VIN). A VIN beginning with "1," "4" or "5" identifies a U.S.-made vehicle; "2" identifies a Canadian-made vehicle.

Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union-made.

OBITUARIES

WILLIAM J. ANDERS—retired member of **LOCAL 214**. Brother Anders retired in 1989 after 31 years of service with the Detroit & Toledo Shore Line, and Grand Trunk Western Railroads. Brother Anders was a Signal Maintainer at Southgate, Michigan, at the time of his retirement.

JOHN A. BEDLAN—retired member of **LOCAL 8**. Brother Bedlan retired in 1982 after 30 years of service with the Union Pacific Railroad. Brother Bedlan was a Lead Signalman at Cheyenne, Wyoming, at the time of his retirement.

HOMER L. BRANTLEY—retired member of **LOCAL 161**. Brother Brantley retired in 1978 after 33 years of service with the Atchison, Topeka & Santa Fe Railroad. Brother Brantley was a Maintainer at Shattuck, Oklahoma, at the time of his retirement.

T.C. DAVIS—retired member of **LOCAL 110**. Brother Davis retired in 1987 after 35 years of service with the Southern Railroad. Brother Davis was a Signal Maintainer at Marshall, North Carolina, at the time of his retirement.

WILLIAM H. EVANS—retired member of **LOCAL 16**. Brother Evans retired in 1986 after 39 years of service with the Seaboard Coast Line. Brother Evans was a Lead Shop Signalman at Savannah, Georgia, at the time of his retirement. Brother Evans also served as Local Chairman and Committeeman in the shop.

JOHN J. FIELD—retired member of **LOCAL 123**. Brother Field retired in 1981 after 43 years of service with the Chesapeake & Ohio Railroad. Brother Field was a Communication & Signal Foreman at Ridgetown, Ontario, at the time of his retirement.

E.R. GARNER—retired member of **LOCAL 72**. Brother Garner retired in 2002 after 30 years of service with the Union Pacific Railroad. Brother Garner was a Signal Maintainer at Gurdon, Arkansas, at the time of his retirement.

ROBERT F. HANDS—retired member of **LOCAL 34**. Brother Hands retired in 1979 after 30 years of service with the Southern Pacific Railroad. Brother Hands was a Signal Maintainer at Red Bluff, California, at the time of his retirement. Brother Hands also served as Local Recording-Financial Secretary.

ROGER C. HAWKINS—retired member of **LOCAL 103**. Brother Hawkins retired in 2004 after 40 years of service with the Burlington Northern Santa Fe Railroad. Brother Hawkins was a Signal Maintainer at Monmouth, Illinois, at the time of his retirement.

MARSHALL W. JAEGER—active member of **LOCAL 14**. Brother Jaeger had 32 years of service with the Grand Trunk, and Canadian National Railroads. Brother Jaeger was a Signal Maintainer at Battle Creek, Michigan, at the time of his death.

KENNETH H. JENSEN—retired member of **LOCAL 9**. Brother Jensen retired in 1992 after 38 years of service with the Chicago Northwestern, and Green Bay & Western Railroads. Brother Jensen was a Signal Maintainer at Wisconsin Rapids, Wisconsin, at the time of his retirement. Brother Jensen also served as Local President.

RONALD KAUS—retired member of **LOCAL 179**. Brother Kaus retired in 1975 after 34 years of service with the Southern Pacific Railroad. Brother Kaus was a Signalman at Sacramento, California, at the time of his retirement.

C.E. LEONARD—retired member of **LOCAL 1**. Brother Leonard retired in 1988 after 39 years of service with Conrail. Brother Leonard was an Assistant Inspector of Communication & Signal at Mifflin, Pennsylvania, at the time of his retirement.

THOMAS R. MCCOURT—retired member of **LOCAL 102**. Brother McCourt retired in 1999 after 19 years of service with Amtrak. Brother McCourt was a Signal Maintainer at Newark, New Jersey, at the time of his retirement.

ROSS H. MCMANIGELL—retired member of **LOCAL 228**. Brother McManigell retired in 1979 after 33 years of service with the Norfolk & Western, and New York Central Railroads. Brother McManigell was a Signal Maintainer at Findlay, Ohio, at the time of his retirement. Brother McManigell also served as Local Trustee.

P.E. NICKEL, JR.—retired member of **LOCAL 182**. Brother Nickel retired in 1982 after 37 years of service with the Southern Pacific Railroad. Brother Nickel was a Signal Foreman at El Paso, Texas, at the time of his retirement. Brother Nickel also served as Chief Signalman.

ROBERT D. RINEER—retired member of **LOCAL 106**. Brother Rineer retired in 1986 after 10 years of service with Amtrak. Brother Rineer was a Communication & Signal Maintainer at Lancaster, Pennsylvania, at the time of his retirement.

R.J. "PINKY" STOLPA—retired member of **LOCAL 226**. Brother Stolpa retired in 1990 after 43 years of service with the Milwaukee Railroad, Soo Line Railroad, and Canadian Pacific Railroad. Brother Stolpa was a Signal Maintainer at LaCrosse, Wisconsin, at the time of his retirement.

HERBERT E. VERT—retired member of **LOCAL 111**. Brother Vert retired in 1993 after 22 years of service with the Union Pacific Railroad. Brother Vert was a Relay Repairman at Pocatello, Idaho, at the time of his retirement.

WILLARD "WILLY" L. WAHL—retired member of **LOCAL 154**. Brother Wahl retired in 1993 after 24 years of service with the Burlington Northern Railroad. Brother Wahl was a Signalman at Fargo, North Dakota, at the time of his retirement.

RICHARD T. WINGERT—retired member of **LOCAL 84**. Brother Wingert retired in 1989 after 42 years of service with the Central of New Jersey Railroad, Conrail, and New Jersey Transit. Brother Wingert was a Signal Foreman at Red Bank, New Jersey, at the time of his retirement. Brother Wingert also served as Chief Signalman for 10 years.

HERBERT M. YOUNG—retired member of **LOCAL 5**. Brother Young retired in 1980 after 35 years of service with New Haven Railroad, Pennsylvania Railroad, and Amtrak. Brother Young was a Signal Inspector at Providence, Rhode Island, at the time of his retirement.

Editor's Note: Please notify Grand Lodge of the passing of retired BRS members. Email: membership@brs.org

CONTINUOUS MEMBERSHIP



The Brotherhood of Railroad Signalmen, in recognition of BRS members' contributions to the Signalman's craft and their dedication to the principle of trade unionism, has established a Continuous Service program to honor longtime BRS members. Continuous Service lapel pins are presented to members every five years, beginning with their 25th year of membership.

The following is a list of the members who recently received Continuous Service pins in recognition of their years as BRS Members:

45 YEARS OF SERVICE

RD Howard 157

40 YEARS OF SERVICE

DA Neff 14
D Berryhill 16
MJ Swindell 16
DL Walker 42
L Blaylock 49
RS Napiorski 60
GL Reynolds 72
BA Leyland 84
KL Grigsby 85
DR Vineyard 111
TV Beacom 119
JA Schnyder 126
LG Peek 129
JC Godfrey 132
BR Faulks 141
DT Humphrey 141
NJ McLean 155
SP Browne, Jr. 174
JD Washburn 174
BR Pierce 228

35 YEARS OF SERVICE

JJ Burns 8
SJ Crawford 10
SP Gucwa 10
KE Howell 10
TS Jackson 10
RJ Hollett 19
GM Beranek 20
LD Thompson 20
BA Klockner 29
WB Chandler, Jr. 31
SR Hurt 41
JL Becker 43
FL Martin 52

35 YEARS OF SERVICE

FE Mason 52
RA Robson 52
SW Kurtz, Jr. 53
JB Decker 57
O Vason 60
DL Grantham 68
LG Smith 77
LN Watkins 81
GF Flynn 84
RJ Rand 84
DR Watkins 84
DJ Tinney 86
RP Melton 102
F Hogue 106
GL Smith 107
NJ Mac Leod 111
KL Schoepf 119
J Hebert 121
RD Matejcek 121
RL Brooks 129
KP Ruud 129
MR Sims 129
JB McDonie 136
JW Terrell 148
RW Olson 154
GD Reamer 154
BL Triennepohl 154
GM Maret 155
AD Swenson 168
TK Blake, III 238

30 YEARS OF SERVICE

CA Hughes 5
GH Shultz 8
MJ Ritchison 10
AP Lauzon 14
MA Cormell 16
JC Epps 16
FL Graham 16

30 YEARS OF SERVICE

TW Haselden 16
DL Hofer 16
DM Truluck 16
EH Robertson 18
BF Schoengarth 19
JB Wittrock 19
JR Jones 20
SL Workman 20
RL Martens 39
DJ Colaizzi 40
DW Columbus 40
RL McCargar 43
GR Hemstreet 49
TA Reeves 49
LM Jackson 53
MJ Schulte 55
JR Lira 68
DK McMahan 72
GT Osborne 77
LR Showalter, II 77
CT Wilkerson 77
JD Matlock 81
FJ Scoleri 84
TK Miller 87
DS Jacoba 91
JE Bailey 102
MF Cremen 106
EW Roiniotis 108
TR Holland, Jr. 110
KR Metcalf 111
RL Baker 129
K Hill 129
DH Querner 133
KW Howry 141
DL Lewis 141
DE Lowery, Sr. 141
TC Myers 141
KM Thompson 141
SW Wirtz 152
OW Pearson 156
JK Harrill, Jr. 158
DJ Cantrell 161
WR Holmgren 161
TA Nall 161

30 YEARS OF SERVICE

KW Payne 172
KJ Cox 179
LJ Theus 182
JW Jane 194
RO Moore, II 198
RL Cauley 206
KT Poole 226
E Smith 228
JF Heath, Jr. 238

25 YEARS OF SERVICE

DP Wirbicki 1
PE Marion, Jr. 2
EK Murphy 5
DL Hazlett 9
MW Sill 10
E Wanzer 10
SD Gooden 14
PF Pace 16
JM Schroeder 20
JD Hodge, Jr. 49
EC Posey 49
CR Warren, Jr. 49
PW Baumgarten 53
RJ Ewing 53
JG Alvarez 56
HL Gonzalez 56
TE Knechtel 56
CA Teto 56
DC Handler 57
TW Bates 68
CT Slone 77
FL Gorto 84
T Maher 84
RG McCrostie, Jr. 84
MP Brunswick 106
JM Gartside 106
ME Dawson 110
JN Lusk, Jr. 110
AR Tackett 136
R Hignite 141
RA Reynolds 231

CONVENTION PHOTOS



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PRODUCTS AND SERVICES OF AMERICA'S UNION WORKERS

Union Twitters Prompt Fox Jitters

What started as just another tossed off anti-union jibe ignited a round of internet tweets that forced the "Fair and Balanced" producers at Fox news to scramble for cover. Stuart Varney, a Fox News business commentator, criticized the AFL-CIO for opposing Michael Dell's continuation as Dell CEO, because, Varney said "union members don't create anything."

Whoa! Don't create anything? Well, the tweeters had this to say:

"Union sheet metal workers perform air balancing. Ever tried that?" (from an SMWIA member). Or, from SEIU member "Cliplet": "every movie you love and whatever you're watching after dinner tonight." From "Unionsbuild": "IBEW members build nuclear subs, power plants, and the space shuttle, so what have you (Fox News) invented lately?" "Twinky03": "NASA scientists had over 30,000 inventions last year." "Devingriggs": "You do know that unions built the planes, tanks, and ships that won us WWII, don't you?" "Liberalinsc": "Space shuttle; dams and waterways; B-52; unmanned aircraft; and 787 fuselages."

From an IFTPE member: "Don't forget safety in the workplace, paid time off, guaranteed pension, health care, a voice in the workplace, paid vacation, guaranteed wages.... Oh, wait – this sounds like a CEO's contract! That is right – we should ALL work under a guaranteed contract!!!

Union organizers, negotiators, business agents, and members do create something, but you can't buy it—Dignity on the job! Thank you to all the great union folks that also created tangible items, too!"

Another tweeter wrote: "What did unions build? They built America!!! Where do we begin: how about the Brooklyn Bridge, the Golden Gate Bridge, and the US Naval Fleet. How about the Empire State Building and major portions of the Interstate highway System and most of the country's airports. How about some of the greatest musical performances in human history, brought to you by the unionized musicians of America's best symphonies and orchestras. Seriously!!! Tell Stuart Varney to call me on his Made-in-China iPhone and I'll give him a more complete list."

Another contributor: "America! Our homes, roads and schools." "Efink": "CWA members build the internet, and hybrid auto batteries." Said "ColynM": "Union teachers shape the next generation of inventors and scientists."

Other made-by-union-members lists included high-speed rail, solar energy, the first biodegradable plastic drinking cups, the best motorcycles in America.

Or, how about saving lives? The largest single group of casualties on 9-11 were union members—flight crews and first responders—even teachers and building trades workers.

The countless survivors from 9-11 who were led to safety by union fire fighters and police officers, not to mention the union marine pilots and seafarers who helped evacuate Manhattan that fateful day.

Even the union-represented technicians and photographers in Fox studios got into the act. The responses continued for several days until Fox threw in the towel, admitting, too late, that union workers are "awesome."



Election's Choice: A Vote for the Wrecking Crew or Clean Up Crew

With months to go before this fall's congressional elections, AFL-CIO President Richard Trumka told more than 200 AFL-CIO state federation, central labor council, local union leaders, and political activists:

"Sisters and brothers, in just months, there's going to be an election with an historic choice. Will America go back to the Bush years — with rising unemployment, shrinking wages, disappearing healthcare, and dwindling retirement savings? Or will we move forward to a future where we generate jobs that pay middle-class wages and produce world-class products and services?"

AFL-CIO Executive Vice President Arlene Holt Baker told the group, "We're in for the fight of our lives."

Our opponents smell blood and they will be spending hundreds of millions of dollars to turn the clock back to the Bush years. That will be a disaster for working people, already hard pressed by the worst economy we have had in 80 years.

Trumka acknowledged working families' frustration as the economy is making its slow climb to recovery from the disastrous Bush economic years and the disappointment that a Democratic Congress and White House have not been able to achieve more because Republican obstructionist tactics have ground Senate action to halt.

"Let us be clear-eyed about what is going on. The Party of No does not want the union vote, the working family vote. They want us all to stay at home out of frustration. They figure that if they can mobilize the right-wing radicals, the corporate conservatives, the Tea Party fanatics and the talk show fans, and if they can thoroughly disgust the rest of us,

then they can win this election in a walk. But sometimes lost in the din are the accomplishments," said Trumka.

After losing 700,000 jobs a month under President Bush, the economy has been gaining jobs. Not enough, but gaining.

He also noted that the economic recovery program has saved or created 3.5 million jobs; healthcare reform and Wall Street reform legislation passed, despite near unanimous Republican opposition, and after eight years of Bush and Cheney, we have an administration that wants to work with working Americans and our unions — and not work us over.

At long last, we have a Labor Department that cares about working Americans, a National Labor Relations Board that believes in defending workers' right to organize, an OSHA and a Mine Safety administration that believes in protecting workers' health and safety.

The choice this election year, Trumka said is "between going backwards and moving forwards. Between the wrecking crew and the cleanup crew." ■

*Will America go back to the Bush years
— with rising unemployment,
shrinking wages, disappearing healthcare
and dwindling retirement savings?*



SIGNALMAN'S STORE



BRS WOOD GRAIN PLAQUE The plaque is 7"x9" with a painted BRS logo cut into the wood. Great for retirees and other special recognition awards.

BRS FLAGS are made of high quality nylon with a silk-screened BRS searchlight logo. The flags are available in two sizes: 2' x 3' and 3' x 5'.

SPALDING TOP FLITE XL® GOLF BALLS with the BRS logo. \$7 for a box of 3 or \$25 per dozen.

LAPEL PIN/TIE TACK has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

DECALS have the BRS searchlight logo and are available in two diameter sizes - 2" & 4". The 2" decals have a reflective image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a non-reflective image of the BRS searchlight signal and are the perfect size for windows and bumpers. The inside window decals have a non-reflective image of the BRS searchlight signal and can be placed inside to resist the elements. These pressure-sensitive decals are long lasting and easy to apply.

KLEIN TOOLS — 8-POCKET TOOL POUCH is made of double-layered Cordura® Plus. Constructed of puncture-resistant Cordura® Plus with reinforced bottom, heavy-duty, nylon webbing keeps pocket open for easy access to supplies and tools, double nylon-stitched and rivet reinforced for durability, versatile pouches & holders are removable and interchangeable with PowerLine™ padded belt.

BRS WATCHES are union made and have a gold BRS logo traced on the faces.

GOLF CAPS have the BRS colorlight emblem stitched on the front. Made of medium-weight cotton, they have an adjustable headband and come in different styles and colors.

T-SHIRTS are quality 100% cotton with the BRS logo.

GOLF SHIRTS made of a cotton/polyester blend; each has the BRS logo embroidered in red and green on either the shirt front or left sleeve. The white golf shirt has embroidered one-color BRS emblem on front.

SPORTS STYLE JACKETS have a medium-weight polyester/cotton blend shell with nylon or polyester lining, elastic wrist and waistbands. Embroidered four-color BRS emblem. Available in white, beige and light gray only.

CANVAS COAT made of 100% cotton canvas and has the BRS colorlight logo embroidered in red and green. Available in black or brown.

WOOL/LEATHER BRS JACKETS have a heavyweight wool shell, a nylon lining, with leather sleeves and collar. Embroidered four-color BRS emblem. Available in black only.

CANVAS VEST made of 100% cotton canvas and has the BRS colorlight logo embroidered in red and green. Available in brown only.

WINDSHIRT made of a medium-weight polyester/cotton blend material, elastic wrist and waistbands. Embroidered two-tone blue BRS emblem. Available in blue only.

SWEATSHIRT is made of 80% cotton and 20% polyester. Features hood, full zip front, elastic wrist and waistbands. Embroidered two-tone blue BRS emblem. Available in blue only.

MEN'S CLASSIC OXFORD DRESS LONG SLEEVE — 60% Cotton/40% polyester oxford with wrinkle-resistant finish, seven-button top set placket, button-down collar, matte pearl buttons, left chest patch pocket, shaped shirt tail hem, easy care machine wash and dry. Embroidered two-tone BRS emblem. Available in blue and white. Limited availability in ivory.

Minimum order accepted is \$15.00 (U.S. Funds)

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Front Royal, VA 22630-6418

UNION-MADE



ORDER FORM

ITEM	QUANTITY	PRICE	TOTAL
Lapel Pin/Tie Tack		4.50	
BRS Plaque		65.00	
BRS Flag (2' x 3')		37.00	
BRS Flag (3' x 5')		98.00	
Golf Balls (3)		7.00	
Golf Balls (12)		25.00	
Reflective Decals (2 inch)		.30	
Non-Reflective Decals (4 inch)		.40	
Inside Window Decals		.45	
Coffee Mug		8.00	
Set of 4 Coffee Mugs		30.00	
Pocket Watch		90.00	
Wrist Watch		110.00	
Mantle/Desk Clock		129.00	
8-Pocket Tool Pouch		49.00	

GOLF CAPS						
Pink						15.00
Black w/colorlight on brim						17.00
Black w/BRS lettering on brim						13.00
White						10.00
Black						10.00
Blue						10.00
Gray						10.00

T-SHIRTS	S	M	L	XL	2X	3X	
Black							12.00
Gray							12.00

SWEATSHIRTS	S	M	L	XL	2X	3X	
Blue							35.00

GOLF SHIRTS	S	M	L	XL	2X	3X	
Blue (Logo on sleeve)							35.00
Blue (Logo on front)							35.00
Beige (Logo on sleeve)							35.00
Beige (Logo on front)							35.00
White w/black trim*							35.00
White w/black & red trim*							35.00
Gray*							35.00
Black*							35.00
White							35.00
Wind Shirt							32.00

JACKETS	S	M	L	XL	2X	3X	
Blue							60.00
White*							25.00
Gray*							25.00
Beige*							25.00

COATS	S	M	L	XL	2X	3X	4X	
Black Wool & Leather								165.00
Black Canvas								65.00
Brown Canvas								65.00

OXFORD SHIRTS	S	M	L	XL	2X	3X	
Blue Oxford							35.00
White Oxford							35.00
Ivory Oxford*							35.00

VEST*								
								39.00
Available sizes in un-shaded boxes only								
*Available while supplies last.								
TOTAL								

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Black w/BRS lettering on brim Pink w/BRS lettering on brim Black w/colorlight on brim



When you purchase a Pink BRS Cap, a \$5 donation will be sent to the National Breast Cancer Foundation, Inc. (NBCF).

Caps



Blue Jacket



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

Beige Golf Shirt



White Golf Shirt



Gray Jacket



Black T-Shirt



Gray T-Shirt



Also available in White and Ivory*

Blue Oxford



Windshirt



Sweatshirt



Mantle Clock



Coffee Mug



Decals



Golf Balls



Lapel Pin



BRS Plaque



Tool Pouch



Golf caps have the BRS colorlight emblem stitched on the front. Made of medium-weight cotton, they have an adjustable headband and come in different styles and colors.

Caps



Flag



Wrist Watch



Pocket Watch

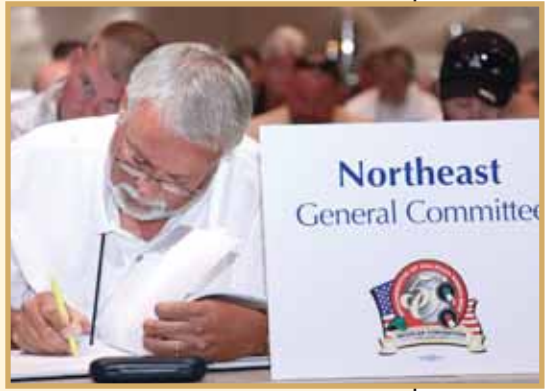
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CONVENTION PHOTO HIGHLIGHTS



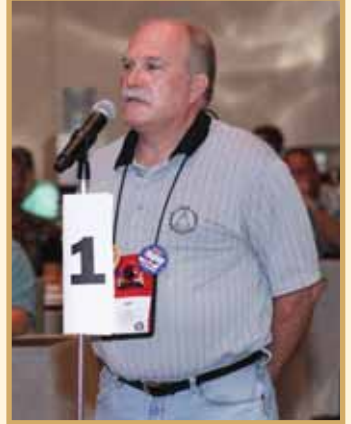
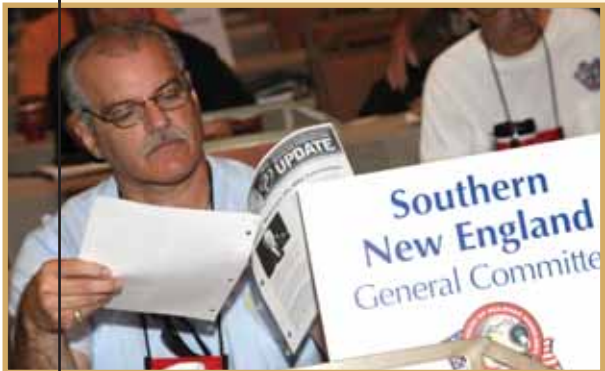


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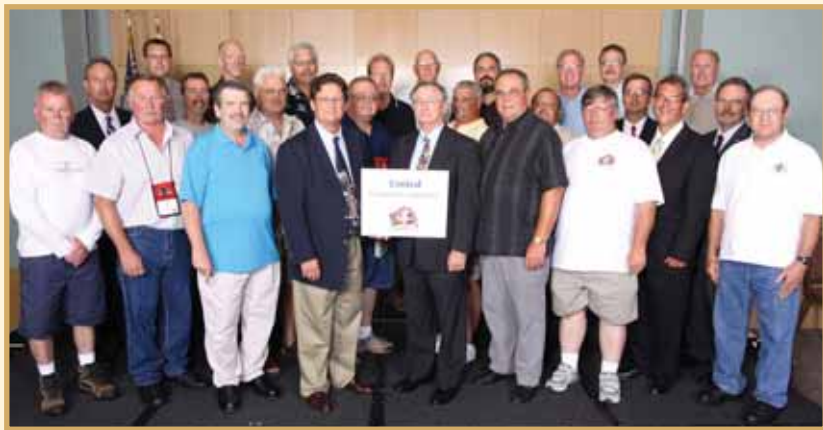
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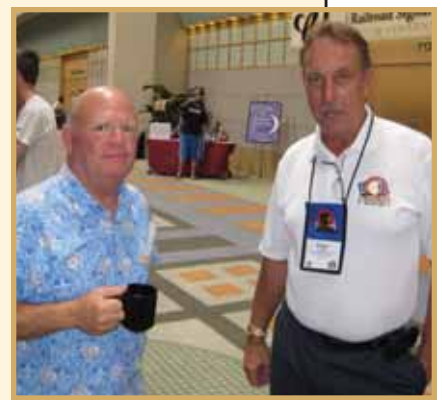
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PHOTO CONTEST

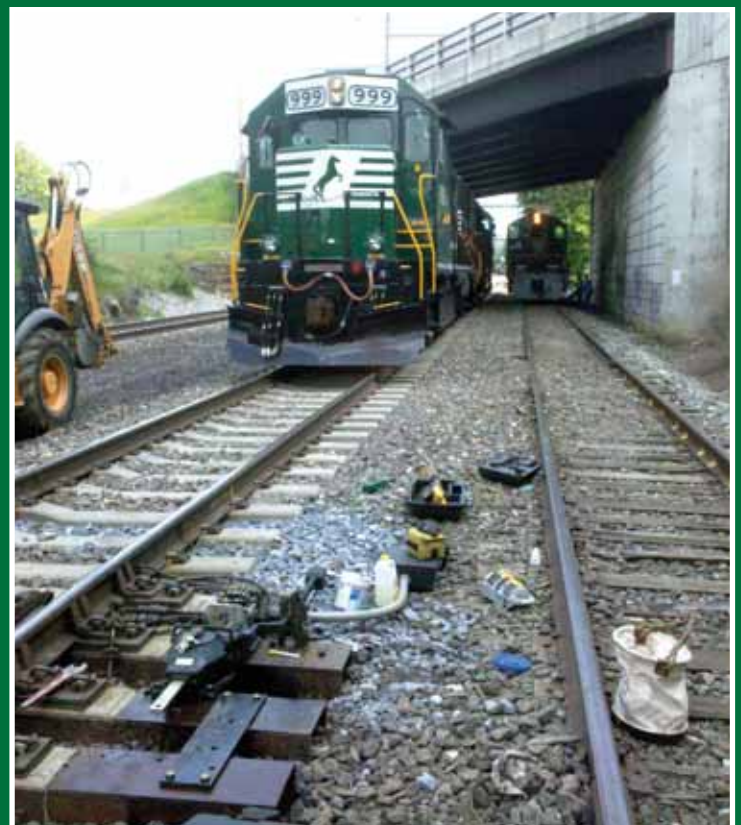
WINNERS FOR 3RD QUARTER 2010



BNSF Assistant Signalman Larry Chivileck of Local 87, sights in a signal on the BNSF Powder River Division. Photo submitted by Local 87 member G.T. Urfer.



Signal Testman Dennis Roberts of Local 183, tests the relay in a searchlight signal on Metra's Rock Island District, in Blue Island, Illinois. Photo submitted by Kevin Lavin, Local Chairman, Local 183.



Installation of a hand-switch on the Mid-Atlantic Division, Leaman Place, Pennsylvania. Photo submitted by Local 18 member, Larry Troy, Jr.

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