



THE SIGNALMAN'S JOURNAL

Volume 91 • Number 4

Season's Greetings



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FEATURES:



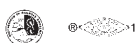
Brother McGraw, and Brother Jones Retire 8
 We celebrate and honor the many achievements of BRS Vice President-NRAB Charlie McGraw, and BRS Vice President-West George Jones, and thank them for their many years of service to our organization.

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COVER: While waiting for a power switch to thaw, Signal Maintainer Joe Reed takes a picture of a Union Pacific train passing through Palestine, Texas. Photo submitted by Local 206 Signalman Joe Reed.



Season's G

FROM THE **Officers and Grand Lodge Staff** OF



DAN PICKETT



WALT BARROWS



FLOYD MASON



JOE MATTINGLY



LEONARD PARKER



JOHN BRAGG



MIKE BALDWIN



JIM FINNEGAN



GENE MOORE



CYNTHIA HALEY



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THE Brotherhood of Railroad Signalmen



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KIM POOLE



GUS DEMOTT



BILL PHILLIPS



DONICA BOLES



LINDA BARROWS



OLIVIA FRENCH



MICHAELA CLAYWELL



2010 — A Year in Review

At the end of each year, I like to reflect back on the accomplishments that we, as Signalmen, have made and the obstacles that we have overcome.

During the past 12 months, we have been very successful in the area of improving safety for Signalmen. We have signed agreements with some of the Class I Carriers and begun installing Positive Train Control — a huge undertaking that means jobs for Signalmen for many years to come. The Obama Administration committed eight billion dollars toward the development of high-speed rail; an investment in our nation's infrastructure that also means jobs for Signalmen and other rail workers. These are just a few of the successes over the past year that has affected the members of this great organization.

Brothers and sisters, I firmly believe that our greatest accomplishment this year is the improvements that we have made in safety for Signalmen. Unlike recent years, 2010 has been the safest year recorded for our craft in many years. I am proud to report that there have not been any fatalities involving a Signalmen since September 23, 2009. The last year that we had a zero-roadway-worker-fatality year was in 2004, which was too long ago. It is clear that with your increased awareness, determination to follow the rules, and good decision making, we can continue this trend and make the railroads a safer place to work.

As your President, one of my greatest challenges and responsibilities is to remind you of the harsh and hazardous conditions that we work in each day. At any given time, the smallest mistake or loss of situational awareness could result in a loss of life or cause you or a co-worker to be permanently injured. Statistically, safety on the railroad has improved over the years, but it is still one of the most unforgiving environments in any industry today. The railroads like to say, "Safety is our number one concern!" The truth is, however, that safety is not always the number one priority. Safety does not help them meet deadlines, on-time performance, and improve overall velocity. The railroads are responsible for providing you with safe working conditions, but, as we all know, it is far from safe. Ultimately, the responsibility to make safe decisions and make the workplace safe falls to you, as the employee. There is no doubt that we must comply with all of the railroad's operat-

ing rules and the federal regulations to keep ourselves safe. Safety must be our number one priority, and we must insist that others believe the same. I urge each of you to take ownership of your safety as well as the safety of the people working around you. We must constantly remind ourselves that it is all about going home safely to be with our loved ones and sharing these joyous times with them.

National Negotiations — On November 1, 2009, the BRS entered into the current round of National Negotiations. For the second time, the BRS joined forces with six other unions to form the Rail Labor Bargaining Coalition (RLBC). This coalition represents over 70,000 rail workers, again giving Signalmen a voice well beyond our size. Just as in the last round of negotiations, the combined resources of this coalition provide the BRS and other unions a stronger bargaining position. This round of negotiations has still been focused mainly on health and welfare costs. We have spent some time in negotiating improvements for paid-time-off, such as sick leave, personal days, and vacation. As of now, there have been no meaningful discussions on general wage increases. Simply put, the Carriers have presented us nothing but unacceptable and insulting proposals.

Since the last contract was signed, the nation's railroads have made unprecedented profits nearly every quarter and as a result, the carriers want to make you pay more for your healthcare and reduce your benefits. Do not get me wrong, I am pleased that the railroads are doing well, but it only goes to show how one sided their contract proposals have become. Even during the worst economic times since the Great Depression, the railroads still report to Wall Street and their investors that they are making huge profits, and that it is only going to get better. After these reports, the railroads then come into negotiations and tell us that we have to make concessions to bring us into the "mainstream" with what other workers are paying for their benefits. Despite the rhetoric, it seems that the railroads have remained competitive and have been highly profitable without any changes to what our members are working under today. This round of National Negotiations has not been, and will

not be, an easy one. One year has passed and the railroads are still holding steady to their initial proposal. I cannot estimate how long these negotiations will take, but I promise you that we will fight until the very end to ensure that the members of this organization get what they deserve. I have always said that Signalmen are the highest skilled workers in the rail industry, and I believe it is time that we start getting compensated for what we are worth.

Positive Train Control — Positive Train Control (PTC) is in full swing. Earlier this year, the final rule was issued by the Federal Railroad Administration (FRA), which allowed railroads to start finalizing their PTC Implementation Plans. This final rule was a result of over a decade of work by FRA and its stakeholders, carried out in partnership through the Railroad Safety Advisory Committee (RSAC). As a result of this congressional mandate, our membership numbers have risen and have remained steady. While our membership numbers are up, so is the demand for signal contractors. On some properties, portions of the PTC installation work will be performed by contractors, some of which are BRS-represented but most are not.

Contracting-out of special projects, such as PTC, is up from previous years. It is an issue that is not going to go away, and it is an issue that cannot be taken lightly. I believe that one of the ways to prevent the railroads from using this cheap, under-skilled labor to perform qualified signalman's work is through certification. The Rail Safety Improvement Act of 2008 required that the Secretary of Transportation report to Congress on whether certification of certain crafts was needed to reduce the number of accidents and incidents or otherwise improve railroad safety. As of now, the report has not been submitted, but I anticipate that the Secretary will recommend certification for signal employees who repair and maintain signal systems.

The reasons for certification are more compelling now than ever before. The new technologies that we, as Signalmen, are required to install, repair, and maintain are increasingly complex. Positive Train Control is in its early stages of development, and as it matures, it will drive efficiency and capacities to unprecedented levels. I recommend that we embrace the certification of Signalmen. It is our highly skilled craft that will be making the safety-critical decisions that affect the lives and well-being of our co-workers and the general public.

2010 Midterm Elections — Whether we like it or not, much of our Organization's focus is on politics. As President of the BRS, it is my responsibility to monitor rail legislation and promote candidates whose values and

voting record reflect the needs of Signalmen and working families. This election season, the BRS did just that and supported many labor-friendly candidates. Despite our hopes of a labor-friendly Congress, the Democratic Party lost control of the House. However, they were able to retain control of the Senate. We can only hope that the newly elected Republican members will not take aim at unions and working families.

The BRS and the rest of rail labor also lost one of its greatest allies, our "Champion", as quoted by many. James Oberstar, a 35-year Congressman, lost his race to Republican Chip Cravaack. Oberstar lost by just 4,000 votes out of the 273,000 cast. Oberstar's loss means he will no longer be the Chair of the House Transportation and Infrastructure Committee, a position he has held since 2007. This position is very important to the transportation industry. Next year, Oberstar planned to take the lead in approving a \$500 billion transportation spending bill that is due to expire soon. Given that most Republicans voted against the stimulus bill, and with the current atmosphere about spending, it is highly unlikely that the reauthorization bill will look anything like what Congressman Oberstar wanted.

Congressman Oberstar has not only been a personal friend, but he has been a friend to Signalmen. He worked very hard to strengthen the Rail Safety Improvement Act, paying particular attention to the issue of fatigue-related deaths on the job. Oberstar was also a strong advocate for Amtrak. We worked together on the long-overdue resolution to the issue of back pay for Amtrak, which was brought about by the Bush Administration. Congressman Oberstar will be missed by the BRS and the rest of rail labor. I want to personally thank him for all of the hard work and dedication that has helped give rail workers a better quality of life and a safer industry to work in. In closing, I am very happy that 2010 was such a successful year. I am certain that the coming year will bring more tough challenges, but we will overcome them as we have overcome challenges for the past 100 years, in unity.

I wish each member and their family a joyous holiday season and a safe and productive 2011.

In Solidarity,



W. Dan Pickett
BRS President



Limited Government, Fewer Regulations, Lower Taxes, Less Spending

Over the last several weeks and months, we have heard these words repeated over and over again. Some say this is what America wants and what they voted for on November 2. I know these words seem inviting and may even sound like very good ideas, but what do they mean? What do they mean to working families? What do they mean to railroad signalmen and their families? I listened to those who have promoted these ideas, and I have thought about what these actions, if implemented, will really mean; so, I want to take this opportunity to share some of my conclusions.

Fewer regulations, so we can grow businesses and have more jobs, sounds good. So what do they really mean when they say fewer regulations? Here are a few things that come to mind when I hear fewer regulations of businesses. What percentage of a signal maintainer's job could be eliminated if we had fewer regulations on such things as required testing of signals or grade crossings? How many fewer signalmen would it take if we eliminated the Hours-of-Service regulations?

It took government regulations to mandate railroads change their operations so that signalmen do not work unlimited hours without rest. It took government regulations to require the railroads to test and inspect grade crossing warning systems and signal systems; and it took government regulations for the eight-hour work day, the forty-hour work week, and overtime pay. It took government regulations to enable workers to join unions. It took government regulations to require employers to provide a safe workplace. What would the workplace look like without these regulations?

I can assure you the railroads fought these regulations when they were enacted and would love to see them abolished today. Regulations such as the Occupational Health and Safety Administration, Hours-of-Service,

Signal and Grade Crossing Inspection, and Positive Train Control are a few that come to mind. Remember most regulations, in the short run, trade profit for safety, and corporations are only looking at profit. Unregulated capitalism finds little need for worker or public safety. I am sure American businesses would be more successful without government regulations, and I am equally sure the railroads would make even greater profits without regulations. The questions are: what does less regulation really mean to you? And what is the cost to our way of life and the nation as a whole?

Lower taxes sound good; everyone wants lower taxes. Let me give you a couple of examples to look at in this election. The Governor-Elect in my home state of Ohio has promised to repeal the state's income tax. Someone called me and said maybe I should move back to Ohio. What does that all mean for a state like Ohio? If the Governor-Elect enacts his promise, I believe it will mean roads and bridges in disrepair, public schools with less money to improve facilities, fewer teachers teaching larger classrooms, and lower graduation rates. It will mean higher costs for colleges and fewer middle-class Ohioans with college educations. It will mean less money for law enforcement and an increase in crime. It will mean a state selling what few assets it has, such as toll roads, to generate income to meet immediate short-term financial needs and higher tolls on the now privately owned "for profit" roads. For Ohio's local governments to maintain their services it will mean they will need to increase real estate, sales, or other local taxes or be faced with reduced services and layoffs of local workers.

On a similar note, in Washington State an initiative to place an income tax on high-wage earners was defeated. Billionaires in the state, such as Jeff Bezos, founder of Amazon.com, Inc., Microsoft CEO Steve Ballmer, and

wireless entrepreneur Craig McCaw, funded a \$6.3 million campaign to defeat the measure. Bill Gates and his father Bill Gates, Sr., were criticized for supporting the tax on the wealthiest 1.2%. What does lower taxes on the wealthiest folks mean? I will tell you what it doesn't mean — It doesn't mean their children will be in larger class rooms; the wealthy can afford private schools. It doesn't mean their children will not be going to college. It doesn't mean their families will feel the impact in reduced spending on senior citizens or low income health-care assistance.

I could say, "So what, I don't live in Ohio or Washington. So what if they decide to cut all these services to the people who need them most. So

what if they give the largest portion of the tax breaks to the people who need them the least." I don't believe the plan is limited to Ohio or Washington; some see this as the way we should run America. So what does lower taxes really mean to you?

Less spending on the national front will mean funding cuts to national infrastructure projects; like roads, bridges, high-speed rail, and commuter rail. This means less spending on passenger rail, cuts for Amtrak, and a renewed assault on passenger rail workers. Some are calling for a freeze on government workers' pay, which are due to receive a 1.4% increase for 2011 and some on the far-right are calling for a 10% pay cut for government workers.

How about this, we cut the pay of workers so we can give tax breaks to Americans whose annual taxable income (after deductions) exceeds \$250,000. This is one definition of less spending and lower taxes. On the more radical side, some call for dramatic changes to our social insurance programs, Social Security, and Medicare. On Social Security, individuals making more than \$106,000 don't pay into the systems on earnings above that amount. The richest Americans are not depending on Social Security for living out their senior years; yet most railroad workers will depend, for a portion of their retirement, on their Tier I benefits. So what does less spending really mean to you?

I believe all of the above and more is what they mean

when they say limited government, lower taxes, less spending, and fewer regulations.

Will you say, "Don't worry, there are people who will fight and not allow a massive overhaul of our current system." Some of the champion fighters were cast out in the hysteria that swept through many parts of America. An example is Congressman Jim Oberstar from Minnesota, he was one of those fighters. For more than three decades, Congressmen Oberstar fought for improvements in transportation issues. For

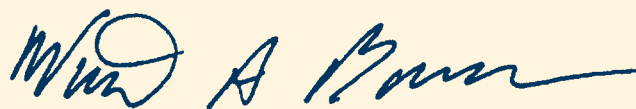
Railroad Signalmen, Jim Oberstar was a champion of transportation safety and the passage of the current Rail Safety legislation that included Positive Train Control and improved Hours-of-Service regulations.

He led in the passage of the 2001 Railroad Retirement improvements giving rail workers retirement benefits at age 60. He was a tireless advocate for Amtrak and for improvements in all of America's passenger rail systems.

Abraham Lincoln once said, "You can fool some of the people all of the time and all of the people some of the time, but you cannot fool all of the people all of the time."

In this election, enough people in Minnesota were fooled to vote out a champion for working people like Jim Oberstar. Let's not be fooled into believing limited government, fewer regulations, lower taxes, and less spending will not cost some and benefit others. I ask myself this question, "Who will be the winners and who will be the losers?" I think I know what they mean by all these sound bites and I believe if they have their way, Railroad Signalmen along with other middle-class families will be on the wrong side of the equation.

Faternally yours,



Walt A. Barrows
BRS Secretary-Treasurer

Charlie McGraw Retires



Charlie McGraw, retired BRS Vice President – NRAB, started his railroad career working as an Assistant Signalman with the Southern Pacific Railroad in 1972. Brother McGraw worked on a three-man construction and testing crew in Roseburg, Oregon, until he trans-

ferred to a large construction gang in Salem, Oregon, in 1975. He bid on the position of Lead Signalman with a small test gang in 1979, and later bid on the McMinnville Signal Maintainers job. The resulting territory was roughly 200 miles long with a lot of travel involved.

In 1974, Brother McGraw became Local Chairman for Local 152. Brother McGraw held the position of Assistant General Chairman for the Southern Pacific General Committee until elected General Chairman in 1984.

In 1979, Charlie was appointed BRS Oregon Legislative Representative. He was instrumental in getting the



Oregon State Legislature and the Public Utility Commissioner to pass a ruling that a Signal Maintainer must be the first respondent to any reported grade crossing malfunction.

In 1985, Charlie was appointed as a Grand Lodge

Representative by then BRS President Tom Bates, and prepared submissions for arbitration during this time. Later, Charlie was assigned the position of Assistant BRS Signalman's Journal editor until elected BRS Vice President – NRAB in 1988. He held the position of Vice President-NRAB until his retirement on October 1, 2010.

During his tenure as NRAB Vice President, he established a Railroad Referee training program.

The program is still in effect; however, it is now handled by the National Association of Railroad Referees (NARR). Charlie was also instrumental in establishing, along with other Labor Representatives at the NRAB, the Railroad Organizations Arbitration Review (ROAR) Committee. The Committee meets periodically to study and review the various awards submitted by the arbitrators. He was an active member of the NRAB Section 3 Committee and Labors Section 3 working group.

Charlie retired from the Coast Guard Auxiliary after serving twenty years, in which he served as a Safety Training Officer, Public Education Officer, and a Flotilla Commander.

Brother McGraw has two children: daughter Erika Prouza and her husband Joe, and son Kevin McGraw and his wife Kelly.

Charlie is looking forward to traveling in his motor home and spending time with his family, including his three grandchildren, James, Kate, and Kaylin.

We wish Charlie and his wife, Cheryl, a long and happy retirement with fond memories of his dedicated service to the Brotherhood. ■



George Jones Retires

George Jones, retired Vice President-West, started his railroad career in 1966 on the Denver & Rio Grande Western Railroad as a Signal Helper. In November of 1966, Brother Jones bid on and was assigned to an Assistant Signalman's position in the Burnham Rail Shop, Denver, Colorado.

In 1969, Brother Jones received a promotion and became a Signalman. He began working as a relief signal maintainer on practically every maintenance position on the Utah Division. Later in the year, George took a position working as a Signalman flagging for Maintenance of Way work crews when he decided to transfer to train service. The work did not prove challenging enough, so Brother Jones returned to the Signal Department.

Working as a Signal Maintainer, Brother Jones was assigned to Grant Tower — an interlocking plant — in Salt Lake City, Utah, in April of 1970. After a short assignment in Provo, Utah, in 1971, he returned to Grant Tower in 1972 and worked as the Signal Maintainer in Midvale, Utah, from 1973 to 1986.

As a dedicated member of Local 24, George attended every local meeting. In 1977, Local 24 was still part of the Santa Fe Committee and Brother Jones was elected to the position of Local Chairman. Later, in 1981, Local 24 opted to withdraw from the Santa Fe General Committee

and George was elected to the position of part-time General Chairman.

In 1986, George received a promotion to Signal Technician on the Utah Division. He held that position until leaving the railroad in 1989, for a full-time General Chairman position with the BRS.

In 1988, George was elected to serve the union as a BRS Grand Lodge Trustee; he held that position until 1998.

In 1989, several rail lines merged their General Committees, forming the new Southwestern General Committee. George was elected as the new full-time General Chairman, and held that position until 1998 when he was elected Vice President – Headquarters. It was during this time that George missed his first Local 24 union meeting, as he was attending a meeting of Local 104 in Los Angeles, California. In 2001, he was elected to the position of Vice President – West, filling the unexpired term of the retiring Val Van Artsdalen. At both the 2002 and 2006 BRS

conventions, George sought and won reelection to this post.

George has been married to Ilene for 43 years; they have four children: George, Angela, Brian, and Melody, and six grandchildren: Rheanna, Julia, Tyler, Zak, Kaela, and Kyren.

We wish George and his wife, Ilene, a long and happy retirement with fond memories of his dedicated service to the Brotherhood. ■



*For support of
Community
Tree Planting*



*The Beautification
of Front Royal
Committee*

BRS Headquarters Wins Local Award



On October 27, 2010, The Beautification of Front Royal Committee (BFRC) presented their 2010 “A Living Tribute” Awards. The Brotherhood of Railroad Signalmen (BRS) Headquarters, located in the town of Front Royal, Virginia, received a first place award for small businesses, at a luncheon held in the area. Several other businesses and individuals also received awards during the awards ceremony.

The Award, presented for supporting community tree planting in the area, was titled, “A Living Tribute.” Along with the certificate, the BRS also received a landscape plaque, which designates the BRS as an example of outstanding landscaping in the area. The plaque is proudly displayed at BRS Headquarters at 917 Shenandoah Shores Road in Front Royal, Virginia, and will be on display for the next year.

The BFRC is a local organization dedicated to the pursuit of beautifying the scenic and historic community of Front Royal, Virginia. ■



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Jim Finnegan Appointed Grand Lodge Representative



BRS President W. Dan Pickett has announced the appointment of Local 8 member Jim Finnegan as Grand Lodge Representative. He is currently assigned to the Brotherhood's Headquarters in Front Royal, Virginia.

Brother Finnegan began his railroad career in May of 1996, as an Assistant Signalman assigned to a Signal Construction Gang. In March of 1997, he was promoted to the position of Signalman, and worked as a Signal Maintainer at various locations on Union Pacific's California Seniority District. In January 2000, he was assigned to a Centralized Dispatching Center Electronic Technician position at the Harriman Dispatch Center in

Omaha, Nebraska, and worked in that capacity until his appointment.

Brother Finnegan was appointed to Local Chairman of Local 8 in 2001, and as Assistant Vice General Chairman of the Union Pacific General Committee in 2006. He held both positions at the time of his appointment to Grand Lodge. He attended the 2006 and 2010 Conventions as a delegate of Local 8.

A resident of Omaha, Nebraska, since January of 2000, Brother Finnegan is a graduate of Ozark High School in Ozark, Missouri. He graduated from the Union Pacific Railroad Signal Training Program in 1998 and has attended Local Chairman's Training. He has an FCC license, and also served in the United States Air Force for 7 years.

Brother Finnegan and his wife, Chris, are looking forward to making a new home in Virginia. ■

Now It's the Law — U.S. Flags to be Made in the USA

According to the U.S. Department of Commerce and U.S. Census Data, in 2009 the dollar value of flags imported to the United States was \$3 million. Of that amount, \$2.5 million worth of imported flags came from China. The House of Representatives, in late September, unanimously passed the "All-American Flag Act," sponsored by Rep. Bruce Braley (D-IA). Braley's bill would require any American flags acquired for use by the federal



government to be entirely manufactured in the United States. "It's common sense: American flags should be made in the U.S. with American goods by American workers," Braley said. "While federal law requires that American flags purchased and used by the government be American-made, it only requires that at least 50 percent of the materials used to make flags are American made. I strongly believe American tax dollars should be used to purchase American goods whenever possible, rather than sending money and jobs overseas." ■

Union Scholarships

With the National Labor College (NLC) at the George Meany Campus in Silver Spring, Maryland, American's unions have their own college: a national center that provides continuous labor education for all union activists.

Each year a total of \$25,000 is awarded to eligible students through the new Union Plus National Labor College Scholarship. Awards are determined and administered by the National Labor College; they typically award roughly 12 recipients with financial need every quarter, including January, April, July, and October.

The scholarship program is sponsored by the Union Plus Education Foundation and administered by the National Labor College. The Foundation's donation to The National Labor College represents the largest financial aid contribution to the college.

Union skills courses

Each academic year, NLC offers week-long labor education classes in areas such as arbitration, organizing, negotiations, safety & health, union building, and leadership development. Specialized certificates are available.

Undergraduate and graduate programs

NLC offers a Bachelor of Arts degree with majors in

areas of labor studies and a Bachelor of Technical/ Professional Studies degree. Masters degree programs in Public Administration and Legal and Ethical Studies are delivered by the University of Baltimore at the NLC George Meany campus.

To apply for Union Plus NLC Scholarships

Contact Ashe Morris in the Office of Student Services at the National Labor College at 301-431-5404 or email amorris@nlc.edu.

Union Plus Scholarship Program

Since 1992, the Union Plus Scholarship Program has awarded more than \$3 million to students of working families who want to begin or continue their post-secondary education. Over 1,900 families have benefited from this commitment to higher education. The Union Plus Scholarship Program is offered through the Union Plus Education Foundation.

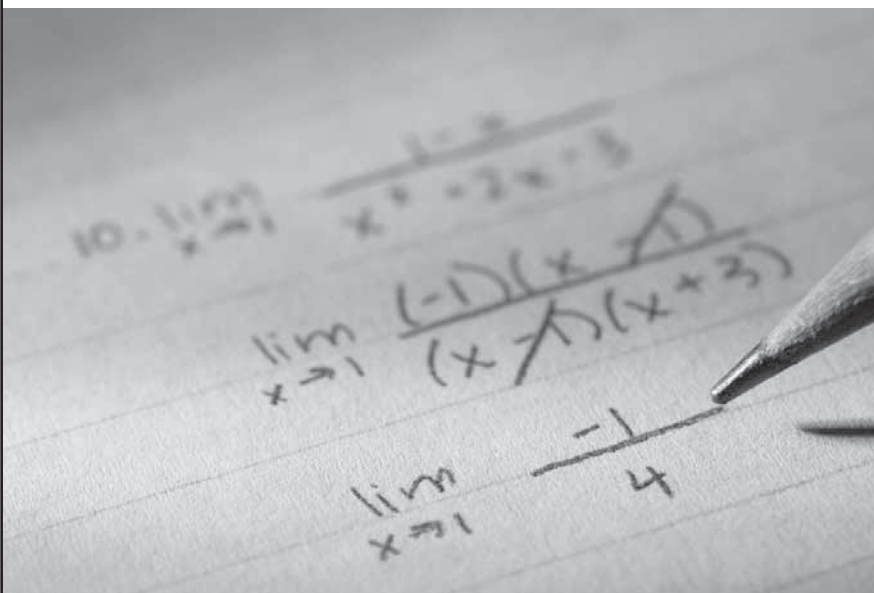
How does the Union Plus Scholarship Program work?

Evaluation criteria: The scholarship program is open to students attending or planning to attend a college or university, a community college, or a technical college or trade school.

Applicants for scholarships are evaluated according to academic ability, social awareness, financial need, and appreciation of labor.

Scholarship applications are judged by a committee of impartial post-secondary educators. Applications are first reviewed by a panel of independent career professionals. Semi-finalists are chosen based on a point scale, and their applications are then provided to judges for further review and selection of finalists and awards.

Applicants wishing to receive confirmation of receipt of their applications may send a self-addressed, stamped postcard along with their application.



Union Plus Raffle Winner Announced



Congratulations to Brother Eddie Bennett of Local 49 for winning \$150 in the Union Privilege/ Union Plus Raffle. The raffle was held during the week-long BRS Regular Convention held in Orlando, Florida, this past July. The Union Plus booth was one of many vendors in attendance at the Convention supplying informational materials to our members. Union Privilege, an organization created by the AFL-CIO to develop and coordinate member-only benefits and programs provided the prize. Benefits offered by the Union Plus programs



are varied and include: consumer savings opportunities, discounts, and educational resources available to active and retired members, plus many more.

Brother Bennett attended the Convention as a delegate representing Local 49. He currently holds the offices of Local Chairman and Recording Financial-Secretary. ■

Program judges include representatives from the American Association of Community Colleges, the United Negro College Fund, the American Association of State Colleges and Universities, and the National Association of Independent Colleges and Universities.

Scholarship award amounts: The amount of the award ranges from \$500 - \$4,000. This is a one-time cash award sent to individual winners for study beginning in the fall of the same year.

Notification to winners:

Due to the large number of applicants received, only winners will be notified by mail about their selection as Union Plus Scholarship recipients on May 31 of each year. Winners should receive their award letters within the first two weeks of June. Union Privilege will not be able to advise applicants on the status of their applications.

All applicants should note that the Union Plus Scholarship program is very competitive. Even students who have a stellar background may not be selected due to the number of superb applications Union Plus receives each year.

Apply for Union Plus Scholarship

The 2011 scholarship application is available for download.

To download the application, visit UnionPlus.org/Scholarships. Or, send a postcard with your name, return address, telephone number, and international union name to: Union Plus Education Foundation, c/o Union Privilege, P.O. Box 34800, Washington, DC 20043-4800. The application deadline is January 31, 2011. ■

AUDITOR'S REPORT ON FINANCES

As provided for in Article 1, Section 68 of the Constitution, the Chairman of the Grand Board of Trustees caused the examination and audit of Grand Lodge financial records for the fiscal year July 1, 2009, to June 30, 2010, by certified public accountants. The firm Geissler & Associates was selected for the task.

The audit was completed and submitted to the Grand Board of Trustees on or before September 16, 2010. Copies were furnished to each Local Lodge and General Committee on or before September 16, 2010. In a written report the auditors stated:

“In our opinion, the accompanying balance sheet and statements of income and capital and cash flows present fairly, in all material respects, the financial position of the Brotherhood of Railroad Signalmen as of June 30, 2010, and the changes in its capital and its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.”

GENERAL FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

| | | |
|--|-----------------|-----------------|
| Per capita tax, initiation fees, dues, donations, refunds | \$ 4,654,962.20 | |
| Sales of supplies, services, books, advertising, subscriptions | 34,459.90 | |
| Interest | 152,557.22 | |
| | | \$ 4,841,979.32 |

EXPENSES:

| | | |
|---|-----------------|--------------|
| Salaries, payroll taxes, insurance | \$ 2,573,074.59 | |
| Travel expenses | 628,025.58 | |
| Office expenses | 336,918.86 | |
| Association per capita, dues, subscriptions | 157,551.31 | |
| Attorney fees, professional services | 125,097.69 | |
| Depreciation | 113,219.89 | |
| Building expenses | 69,457.00 | |
| Convention, meeting expenses | 244,558.25 | |
| Signalman's Journal and Update | 107,352.86 | |
| Allocation to Contingent Fund | 73,240.00 | |
| | | 4,428,496.03 |

NET INCOME (LOSS)

| | | |
|-------------------------|--|------------------------|
| | | 413,483.29 |
| CAPITAL — June 30, 2009 | | 3,647,718.67 |
| CAPITAL — June 30, 2010 | | <u>\$ 4,061,201.96</u> |

CONTINGENT FUND

Summary Statement of Income, Expenses, and Capital

INCOME:

| | | |
|-------------------------|--|--------------|
| General Fund Allocation | | \$ 73,240.00 |
|-------------------------|--|--------------|

EXPENSES:

| | | |
|--------------|--|--------|
| Bank Charges | | 183.89 |
|--------------|--|--------|

NET INCOME (LOSS)

| | | |
|-------------------------|--|------------------------|
| | | 73,056.11 |
| CAPITAL — June 30, 2009 | | 3,469,792.49 |
| CAPITAL — June 30, 2010 | | <u>\$ 3,542,848.60</u> |

Balance Sheet

June 30, 2010

ASSETS

| CURRENT ASSETS | Combined | General Fund | Contingent Fund |
|-----------------------------|------------------------|------------------------|------------------------|
| Cash | \$ 3,058,953.75 | \$ 1,877,528.60 | \$ 1,181,425.15 |
| Securities - at cost | 2,361,423.45 | - | 2,361,423.45 |
| Accounts Receivable | 91,164.55 | 87,956.55 | 3,208.00 |
| Accts. Rec.-Contingent Fund | 3,208.00 | 3,208.00 | - |
| Prepaid Expenses | 6,831.10 | 6,831.10 | - |
| TOTAL CURRENT ASSETS | <u>\$ 5,521,580.85</u> | <u>\$ 1,975,524.25</u> | <u>\$ 3,546,056.60</u> |
| FIXED ASSETS | | | |
| Land, Front Royal, VA | \$ 81,663.00 | \$ 81,663.00 | \$ - |
| Building, Front Royal, VA | 1,956,472.03 | 1,956,472.03 | - |
| Office furniture & equip. | 50,293.26 | 50,293.26 | - |
| Telephone equipment | 5,305.63 | 5,305.63 | - |
| TOTAL FIXED ASSETS | <u>2,093,733.92</u> | <u>2,093,733.92</u> | <u>-</u> |
| TOTAL ASSETS | <u>\$ 7,615,314.77</u> | <u>\$ 4,069,258.17</u> | <u>\$ 3,546,056.60</u> |

LIABILITIES

| CURRENT LIABILITIES | | | |
|----------------------------------|------------------------|------------------------|------------------------|
| Accts. Payable-General Fund | \$ 3,208.00 | \$ - | \$ 3,208.00 |
| Accounts Payable | 9,485.49 | 9,485.49 | - |
| Accrued payroll taxes | (1,429.28) | (1,429.28) | - |
| TOTAL CURRENT LIABILITIES | <u>\$ 11,264.21</u> | <u>\$ 8,056.21</u> | <u>\$ 3,208.00</u> |
| CAPITAL | | | |
| General Fund | \$ 4,061,201.96 | \$ 4,061,201.96 | \$ - |
| Contingent Fund | 3,542,848.60 | - | 3,542,848.60 |
| TOTAL CAPITAL | <u>\$ 7,604,050.56</u> | <u>\$ 4,061,201.96</u> | <u>\$ 3,542,848.60</u> |
| TOTAL | <u>\$ 7,615,314.77</u> | <u>\$ 4,069,258.17</u> | <u>\$ 3,546,056.60</u> |



- **Republicans Take Control of the U.S. House of Representatives**
- **Congressman James Oberstar**
- **Democrats Retain Narrow Majority in the Senate**
- **Lame Duck Session**
- **High-Speed Rail**
- **With GOP Gains, Transportation Jobs Could be Derailed**

Republicans Take Control of the U.S. House of Representatives

The midterm elections resulted in a Republican takeover of the U.S. House of Representatives, with Republicans gaining at least 64 seats. At this point, Republicans hold 239 seats, Democrats hold 189 seats, and seven races are still undecided. Of those races now settled, there are 84 new Republicans and nine new Democrats, though some of those newly elected Representatives have served in Congress before and many have served in state and local elected offices.

It is expected that current House Minority Leader John Boehner (R-OH) will be elected Speaker of the House. The anti-incumbent tide swept away several Committee Chairmen in the House, including Transportation and Infrastructure (T&I) Committee Chairman James Oberstar (D-MN) who lost his bid for a 19th term. With a Republican majority in the House, it is expected that the T&I Committee ranking member John Mica (R-FL) will become the new Chairman when Congress convenes in January. It is unclear, at this time, who will become the ranking minority member of the Committee, but Representatives Nick Rahall (D-WV) and Peter DeFazio (D-OR) are the most likely choices. The selection of other key Committee Chairmanships are likely to be determined when Congress begins organizing activities in mid-November, but those decisions are not finalized until the new Congress is seated in January.

Congressman James Oberstar

Voters in Minnesota ousted a leading advocate of increased federal transportation funding, longtime U.S. Representative James L. Oberstar, Chairman of the Transportation and Infrastructure Committee, who has pushed a six-year, \$500 billion program to improve the nation's infrastructure. Throughout his tenure on the Committee, Oberstar has worked tirelessly to improve safety and efficiency for the traveling public. He has been involved in legislation and oversight involving all modes of transportation and environmental issues under the Committee's jurisdiction. One of the Congressman's

major contributions to our organization was authoring, with BRS, the Rail Safety Improvement Act of 2008, the most sweeping railroad safety bill since the mid-1970s.

Chief among the bill's provisions are: a mandate for railroads to install positive train control (PTC); a reduction in limbo time; a prohibition on Carriers interfering with medical treatment of injured employees; and changes to the Hours-of-Service Law, requiring railroad contractors to comply with Hours-of-Service Law provisions. In addition, the bill emphasizes that the primary mission of the Federal Railroad Administration (FRA) is to ensure that safety is its highest priority. It also provides incentives for railroads to install electronically controlled (ECP) brakes and switch position indicators.

Democrats Retain Narrow Majority in the Senate

The Democrats held on to the majority in the Senate, losing six seats but maintaining a 53–47 majority. This final tally includes two independents that caucus with Democrats. Lisa Murkowski of Alaska, a write-in candidate, is leading Republicans for the final undecided seat. Senate Majority Leader Harry Reid (D-NV) was reelected for a fifth term and will likely continue to serve as Majority Leader. Senator Mitch McConnell (R-KY) is expected to continue to serve as Senate Minority Leader.

Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies Chairman Patty Murray (D-WA) won a narrow victory and will likely retain her Chairmanship. Senator Barbara Boxer (D-CA) will remain the Chairman of the Environment and Public Works Committee. Senator Chris Dodd (D-CT), Chairman of the Banking, Housing and Urban Affairs Committee, which has jurisdiction over the transit program, retired and is likely to be replaced as Chairman by Senator Tim Johnson (D-SD). Chairman John D. Rockefeller, IV (D-WV) is expected to retain his Chairmanship of the Commerce, Science, and Transportation Committee, which has jurisdiction over railroad programs.

Lame Duck Session

Congress returned on November 15, 2010, for a lame duck session marked by a long roster of unfinished business. Congress could be in session for part of both November and December. Fiscal Year (FY) 2011 appropriations bills are among the issues that must be addressed, as Congress has not passed a single appropriations bill to date. The House Democrats have decided their first piece of business will be voting to spend \$12.8 billion on the elderly. The bill would provide a \$250 payout to the 51 million Social Security recipients; this is intended to compensate for the fact that there will not be a cost-of-living increase in their benefits — for the second straight year — because there hasn't been much of an increase in inflation. The bill is on course to pass the House in the face of considerable Republican opposition. However, the bill will have some difficulty passing in the Senate because the Republicans will likely unite against it, citing it as unnecessary and contributing to the deficit.

House Democrats' other priorities include legislation to expand nutrition programs focusing on child hunger and obesity, and offering conditional legal status to the children of illegal immigrants who attend college or enlist in the military.

Just how much lawmakers will accomplish in the few weeks before the Christmas recess is anyone's guess. It is possible, political analysts say, that finalizing some key legislative items will be left to the next Congress convening in January and is unlikely to pass individual FY2011 spending bills. Currently, federal programs including the Federal Transit Program are being funded under a Continuing Resolution (CR) that expires on December 3, 2010. During the lame duck session, legislators will need to either pass an Omnibus Appropriations bill to provide a full year of funding for FY2011 for all programs, or enact another short-term CR to avoid a government shutdown. Another option under consideration is enacting a CR to fund government programs at FY2010 levels for the remainder of the current fiscal year.

Congress will also need to pass another extension of the Surface Transportation Authorizing Law, to allow continued spending of highway trust fund dollars for the federal highway and transit programs. Earlier this year, Congress enacted legislation to extend the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) through December 31, 2010. The length of the next extension is unknown at this time.

Bush Tax Cuts — Cuts enacted by President George W. Bush are set to expire on December 31, 2010. There is disagreement between Republicans and Democrats over which Americans should be covered under the extensions. Republicans want all tax cuts extended permanently for everyone. President Obama is promoting an extension for everyone with income levels up to \$200,000 for single filers and \$250,000 for married couples filing jointly, pushing protection for the American Middle Class. The President announced that he is ready and willing to negotiate with Congressional Republicans on tax cuts, but did not offer specifics.

Once legislators figure out the "who," they will have to agree on the length of the extensions — a one year extension is likely, two at the outside. It is still possible; however, they could opt for a permanent extension at least for the middle class. If the parties cannot consensus by the end of 2010, they are likely to do so in early 2011 and make the extension retroactive to January 1, 2010.

Unemployment Benefits Extension — On November 30, 2010, a program that allows jobless workers to file for extended federal unemployment benefits expires. Under that program, jobless workers have been able to qualify for up to 99 weeks of benefits. Unless Congress acts, roughly 2 million jobless workers will lose their federal unemployment benefits in December, according to estimates from the National Employment Law Project.

Over the past year, lawmakers have debated whether such extensions should be paid for or if they should be deemed emergency spending and added to the deficit. As a form of economic stimulus, unemployment benefits are thought to have a high "bang for the buck" since jobless workers are very likely to cycle their benefit dollars into the economy quickly.

2011 Budget — Some of the most immediate issues concern spending bills to keep government programs operating such as Education, Transportation, Health, and Agriculture programs. Lawmakers must pass another temporary fix (Omnibus) to keep things going until January if they cannot agree on funding levels through September 30, 2011, to avoid a government shut down.

High-Speed Rail

U.S. Department of Transportation Secretary Ray LaHood, on October 28, 2010, announced that 54 high-speed rail projects in 23 states will share in \$2.4 billion to continue developing America's first nationwide program

of high-speed intercity passenger rail service.

More than 30 rail manufacturers and suppliers, both domestic and foreign, have agreed to establish or expand their bases of operations in the United States if they are hired to build America's next generation high-speed lines, a commitment the Obama Administration secured to help ensure new jobs are created here at home. The money is being awarded for a range of activities, such as construction of track and stations, purchase of new passenger equipment, and planning studies to develop new high-speed rail service. Some award examples include:

California — received more than \$901 million, including \$715 million for the construction of new high-speed rail lines in the Central Valley. The state has made significant investments in passenger rail that have led to remarkable ridership growth.

Florida — received \$800 million for the Tampa to Orlando high-speed rail corridor. The state's long-term vision is for a high-speed rail line that connects Tampa, Orlando, Miami, and other communities.

Iowa — received \$230 million to create a new intercity passenger rail service between Iowa City and Chicago through the Quad Cities, which consists of Henry, Mercer, and Rock Island counties in Illinois, and Scott County in Iowa. When completed, the service will form an integral part of the existing efforts to develop the Chicago Hub intercity rail system in the Midwest.

Michigan — received \$161 million for a high-speed rail corridor connecting Detroit and Chicago, the two largest cities in the Midwest. The long-term vision for this corridor includes doubling the number of daily round trips between Detroit and Chicago.

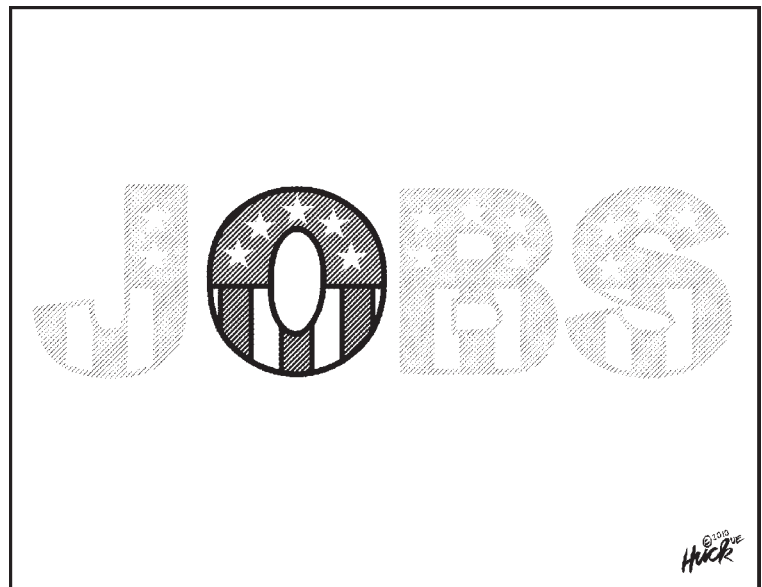
With GOP Gains, Transportation Jobs Could be Derailed

One month ago, New Jersey's Republican Governor Chris Christie put a stop to the "Access to the Region's Core Project" (ARC); it was slated to be the largest transportation project in the country. Unfortunately for New Jersey, the last minute withdrawal from the project comes with a price tag. The Federal Transit Administration sent the New Jersey Transit Authority a bill for \$271 million.

Ohio and Wisconsin, which won a combined \$1.2 billion in high-speed rail grants from the Obama administration in January, both elected governors who have vowed to stop the projects. In Ohio, Governor-Elect John Kasich has been quoted as saying, "Passenger rail is not in Ohio's future." Ohio was slated to get \$400 million in federal funds for passenger trains between Cincinnati, Columbus, and Cleveland. Kasich minced no words in talking about the project. "That train is dead," he said.

In Wisconsin, the state Department of Transportation has now stopped all work on a high-speed rail line between Madison and Milwaukee. In a memo to project contractors and consultants, the Wisconsin Transportation Secretary told them to stop work for a "few days." The memo indicated the temporary halt was "in light of the election results." The memo went on to say, "our agency will be taking a few days to assess the real-world consequences, including the immediate impacts to people and their livelihoods, if this project were to be stopped." The Governor-elect, Scott Walker made a campaign promise to kill it.

In Florida, a high-speed rail line, designed to carry passengers at 168 miles an hour from Orlando to Tampa is at risk. The state has received \$1.25 billion dollars in federal money for the project, but it could cost twice that much to complete. As a candidate, Republican Governor-elect Rick Scott questioned whether the rail line was a good deal for the state; he would like assurance that taxpayers will receive a return on their investment. ■



IMPORTANT ANNOUNCEMENT

FROM UnitedHealthcare®

GA-23111 Open Enrollment Period for Railroad Employees and/or their Dependents

During the months of **November and December 2010**, UnitedHealthcare will hold an open enrollment under GA-23111. During this open enrollment, any individual eligible for coverage under one of the GA-23111 Plans can enroll and will be accepted for coverage without any medical underwriting or requirement of good health. There are no limitations for pre-existing conditions. Enrollment in November and December 2010 will be for coverage effective January 1, 2011. Only those applicants, who mail their completed enrollment forms in November or December 2010, will be considered for open enrollment. The next opportunity to enroll during an open enrollment period will be in November/December 2012, consistent with the Plan's two-year open enrollment cycle.

This open enrollment is being held:

- For any individuals who were covered under **any** railroad health plan and were represented by a Railway Labor Union.
- For any individuals who are members in accordance with the constitution or by-laws of one of the participating railway labor organizations, when coverage under the employer group health plan which applies to them ends.

If you or someone you know meet the GA-23111 eligibility provisions, open enrollment provides an opportunity for them to become covered. You may also enroll your spouse or eligible children if they are not currently covered. In addition, enrollment under Plan F is available for your parent or parent-in-law. Anyone interested in enrolling should call the following phone number to obtain an enrollment form or additional information:

- **For persons eligible for Medicare, call 1-800-809-0453.**
- **For persons not eligible for Medicare, call 1-800-842-5252.**

| <u>Plan</u> | <u>Current Monthly Rate*</u> | <u>Applies To</u> |
|-------------|------------------------------|---|
| A | \$ 305.00 | Persons eligible for coverage under GA-23111 except persons eligible under Medicare, and persons eligible under GA-46000 |
| B | \$ 415.00 | Persons eligible for coverage under GA-23111 except persons eligible under Medicare, and persons eligible under GA-46000 |
| C | \$ 530.00 | Persons eligible for coverage under GA-23111 except persons eligible under Medicare, and persons eligible under GA-46000 |
| E | \$ 180.00 | Persons eligible under The Railroad Employees National Early Retirement Major Medical Benefit Plan (GA-46000) |
| M | \$ 180.00 | Persons eligible under The Massachusetts Bay Commuter Rail Early Retirement Plan (MBCR Plan) |
| F | \$ 168.00 | Persons eligible for Full Medicare Coverage |

***Note:** Enrollment during November and December of the open enrollment period provides for coverage effective the following calendar year, January 1st through December 31st. Each June 1st of that calendar year, and only at that time, adjustments to the premium for all plans under GA-23111 may occur. Additionally, if you are enrolled in either Plan A, B, or C under GA-23111, and a change in the premium amount you pay does occur, you will be allowed, at that time, to switch your plan to a different plan (A, B, or C) with a lesser premium if available.

AGENCY FEE PAYERS

Objection Procedures For Expenditures Not Germane To Collective Bargaining

Advance Reduction Section 1.

Non-members required to pay agency fees as a condition of employment will have the right to object to expenditures on activities not germane to collective bargaining. Those persons filing objections as required herein will be entitled to receive an advance reduction of their fees. Although collective bargaining agreements requiring "membership" as a condition of employment are legal, it is the payment of all dues, fees, and assessments (agency fees), not actual membership, which is required.

Notice of Objection Section 2.

- (a) Non-member agency fee payers wishing to file an objection will do so annually by notifying the International Secretary-Treasurer of his or her objection in writing, postmarked during the month of November. The notice of objection will contain the objector's current home address, and he or she will be obligated to keep the Secretary-Treasurer informed of any change in address.
- (b) Employees who resign from membership wishing to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days from tendering their resignation.
- (c) Newly hired employees will receive notice of these procedures. Those opting not to become members who wish to file an objection will do so as specified in Section 2(a) above, postmarked within 30 days of receiving such notice.

Chargeable and Non-Chargeable Expenditures Section 3.

Objectors will be charged for all expenditures which (1) are germane to collective bargaining activity, (2) are justified by the government's vital policy interest in labor peace and avoiding free riders, and (3) do not significantly add to the burdening of free speech that is inherent in the allowance of an agency or union shop. Objectors will not be charged for expenditures failing to meet these criteria. The following are examples of these types of expenditures:

Chargeable Expenditures:

- (a) All funds expended on collective bargaining.
- (b) All funds expended on contract administration, grievance adjustment, and arbitration.
- (c) All funds expended on internal governance and administration.

Non-Chargeable Expenditures:

- (a) All funds expended on the election of candidates for public office, including contributions to any political party, political organization, or candidate for public office; expenditures on behalf of and facilities used for any political party, political organization, or candidate for public office.
- (b) All funds expended on efforts to recruit new members.
- (c) All funds expended on lobbying except for lobbying directly related to ratifying or implementing a collective bargaining agreement.
- (d) All dues to the AFL-CIO.
- (e) All contributions to charitable and educational groups.
- (f) A prorated portion of the cost of The Signalman's Journal and other Union publications devoted to the coverage of subjects specified in the preceding subsections, or any other non-germane subjects.

Audit Report Section 4.

Grand Lodge will retain a certified public accountant to audit its allocation of expenditures into chargeable and non-chargeable categories during each July 1–June 30 fiscal year preceding any fiscal year during which an objector is required to pay an agency fee. A copy of said audit report and a description of chargeable and non-chargeable expenses will be mailed to all non-member agency fee payers on an annual basis in October. In addition, any non-member filing notice of objection under Section 2(b) and (c) will be mailed a copy of the documents listed above, at the time of their objection.

Advance Reduction Calculation Section 5.

The percentage of non-chargeable expenditures will be calculated in accordance with the certified audit report. The amount of the advance reduction will be calculated by multiplying projected fee payments times the non-chargeable percentage. Non-members filing a notice of objection pursuant to Section 2(a) will receive an advance reduction in agency fees during the following calendar year. Non-members filing objections under Section 2(b) will receive an advance reduction in agency fees from the first day of the month following the month in which they tendered their resignation through December 31 of that year. Non-members filing objections under Section 2(c) will receive an advance reduction in agency fees for the period they begin paying such fees through December 31 of that year.

Challenge of Calculation

Section 6.

Non-members filing a notice of objection pursuant to Section 2 may challenge the calculation of chargeable and non-chargeable expenditures by filing a written challenge with the Secretary-Treasurer postmarked no later than the November 30 following the October mailing of the audit report being challenged. Non-members filing timely objections under Section 2(b) or (c) may also challenge the calculation of chargeable and non-chargeable expenses by filing a written challenge with the Secretary-Treasurer postmarked no later than the deadline set forth in said sections for filing objections; and such challenges will be consolidated for arbitration with those filed under the first sentence of this section.

Selection of Arbitrator

Section 7.

In the event a challenge is filed under Section 6, the Secretary-Treasurer will provide a list of challengers to the American Arbitration Association (AAA). All challenges will be consolidated. The AAA will appoint an arbitrator from a special panel maintained by the AAA for this purpose. The AAA will inform the Secretary-Treasurer and the challengers of the arbitrator selected.

Arbitration Procedures

Section 8.

- (a) The arbitration will be scheduled expeditiously. The AAA will develop rules that will govern these arbitrations, and, conscious of the need for an informed and expeditious decision, the arbitrator will have control over all procedural matters affecting the arbitration.
- (b) Each party to the arbitration will bear their own costs. The challengers will have the option of paying a pro-rata portion of the costs of the arbitrator's fees and expenses. The Union will pay the balance of such fees and expenses.
- (c) A court reporter will make a transcript of all proceedings before the arbitrator. This transcript will be the official record of the proceedings and may be purchased by the challengers. If an objector does not purchase a copy of the transcript, the Union will, upon request, make a copy available for inspection.
- (d) A challenger may, at his or her expense, be represented by counsel or other representative of his or her choice. The challenger need not appear at the hearing and will be permitted to file written statements with the arbitrator in lieu of an appearance.
- (e) Prior to the start of the hearing, the Union will provide challengers with a list of all exhibits it intends to introduce at the hearing and a list of all witnesses it intends to call, except for exhibits and witnesses it

may introduce for rebuttal. Copies of exhibits will be made available upon request.

- (f) The Union will have the burden of establishing that the reduced agency fee being charged is lawful.
- (g) If the arbitrator determines that more than one day of hearings is necessary, he or she will, to the extent possible, schedule the hearings to continue from day to day until completed. The arbitrator will issue a decision within thirty (30) days after the submission of post-hearing briefs or within such other reasonable period as is consistent with the rules established by the AAA.
- (h) The arbitrator will give full consideration to the legal requirements limiting the amounts that objectors may be charged and will set forth his or her analysis in the decision. The order and decision of the arbitrator will be final and binding on the Union.

Escrow Account

Section 9.

The Union will establish an escrow account containing the portion of agency fees paid by non-members filing challenges pursuant to Section 6 which reasonably may be in dispute in arbitration. In the event the Union escrow is less than the entire amount of fees so paid, the amount of the escrow will be based on an independent audit, and the escrow figure will be independently verified. After the issuance of the arbitration award, the escrow fund will be distributed in accordance with the arbitrator's decision.

Administration by Secretary-Treasurer

Section 10.

The Secretary-Treasurer will administer this policy in a manner that is completely fair to agency fee payers who wish to object. The Secretary-Treasurer has the authority to determine the amount of the reduced fee each year, to provide proper notice of this policy to agency fee payers, to waive procedural requirements when fairness requires, to informally resolve challenges to the Union's calculation, and to promulgate procedures for accommodating agency fee objections in accordance with applicable state or federal laws.

Amendments

Section 11.

The Grand Executive Council will have authority to amend this policy as it deems appropriate.

Not Applicable in Canada

Section 12.

This policy will not be applicable to members working in Canada. ■



Disability Annuities for Railroad Employees

The Railroad Retirement Act provides disability annuities for railroaders who become totally or occupationally disabled. Medicare coverage before age 65 is also available for totally disabled employees and those suffering from chronic kidney disease.

The following questions and answers describe these disability benefits, their requirements, and how to apply for them.

1 How do railroad retirement provisions for total disability and occupational disability differ?

A total disability annuity is based on permanent disability for all employment and is payable at any age to employees with at least 10 years of railroad service, and under certain conditions to employees with five years of service after 1995.

An occupational disability annuity is based on disability for the employee's regular railroad occupation and is payable at age 60 if the employee has 10 years of service, or at any age if the employee has at least 20 years of service. A "current connection with the railroad industry" is also required for an occupational disability annuity. The current connection requirement is normally met if the employee worked for a railroad in at least 12 of the last 30 consecutive months immediately preceding the annuity beginning date.

If an employee does not qualify for a current connection on this basis, but has 12 months' service in an earlier 30-month period, he or she may still meet the current connection requirement. This alternative generally applies if the employee did not have any regular employment outside the railroad industry after the end of the last 30-month period which included 12 months of railroad service and before the month the annuity begins or the date of death. Full or part-time work for a non-railroad employer in the interval between the end of the last 30-month period including 12 months of railroad service and the beginning date of an employee's annuity, or the month of death if earlier, can break a current connection.

2 Under what conditions can disabled employees with five years of service be eligible for railroad retirement disability annuities?

Employees with five years of service after 1995 may qualify for an annuity based on total and permanent, but not occupational, disability if they have a disability insured status under social security law. A disability insured status is established when an employee has social security or railroad retirement earning credits in 20 calendar quarters, in a period of 40 consecutive quarters, ending in or after the quarter in which the disability began.

Unlike the two-tier annuities payable to a 10-year employee, disability annuities payable to five-year employees are initially limited to a tier I social security equivalent benefit; a tier II benefit is not payable in these cases until the employee attains age 62. And, the employee's tier II benefit will be reduced for early retirement in the same manner as the tier II benefit of an employee who retired on the basis of age rather than disability at age 62 with less than 30 years of service.

3 How do the standards for total disability and occupational disability differ?

An employee is considered to be totally disabled if medical evidence shows a permanent physical and/or mental impairment preventing the performance of any regular and gainful work. A condition is considered to be permanent if it has lasted or may be expected to last for a continuous period of at least 12 months or result in death.

An employee is considered to be occupationally disabled if a physical and/or mental impairment prevents the employee from performing the duties of his or her regular railroad occupation, even though the employee may be able to perform other kinds of work. An employee's regular occupation is generally that particular work he or she has performed for hire in more calendar months, which may or may not be consecutive, than any other work during the last five years; or that work which was performed for hire in at least one-half of all the months, which must be consecutive, in which the employee worked for hire during the last 15 years.

4 How does the amount of a railroad retirement disability annuity compare to a social security disability benefit?

Disabled railroad workers retiring directly from the railroad industry at the end of fiscal year 2009 were awarded nearly \$2,800 a month on the average, while awards for disabled workers under social security averaged about \$1,125.

5 When is early Medicare coverage available for the disabled?

In general, Medicare coverage before age 65 may begin after a totally disabled employee has been entitled to a disability annuity for at least 24 months and has a disability insured status under social security law. The fact that an employee is initially awarded an occupational disability annuity does not preclude early Medicare coverage, if the employee's physical and/or mental condition is such that he or she is totally and permanently disabled.

Medicare coverage on the basis of kidney disease requiring dialysis or a kidney transplant is available not only to employee annuitants, but also to employees who have not retired but meet certain minimum service requirements, as well as spouses and dependent children. For those suffering from chronic kidney disease, coverage may begin with the third month after dialysis treatment begins, or earlier under certain conditions.

6 Do the railroad retirement disability annuity requirements include a waiting period similar to that required for social security disability benefits?

Yes. A five-month waiting period beginning with the

month after the month of the disability's onset is required before railroad retirement disability annuity payments can begin. However, an applicant need not wait until this five-month period is over to file for benefits.

The Board accepts disability applications up to 3 months in advance of an annuity beginning date which allows the agency to complete the processing of most new claims before a person's actual retirement date. An employee can be in compensated service while filing a disability application provided that the compensated service is not active service and terminates before the annuity beginning date and the end of the 3-month period. When an employee files a disability application while still in compensated service, it will be necessary for the employee to provide a specific ending date of the compensation.

Compensated service includes not only compensation with respect to active service performed by an employee for an employer, but also includes pay for time lost, wage continuation payments, certain employee protection payments and any other payment for which the employee will receive additional creditable service.

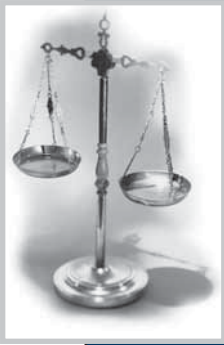
7 Must an employee relinquish employment rights in order to receive a disability annuity?

An employee can be in compensated, but non-active, service while filing a disability annuity application as long as the compensated service terminates within 90 days from the date of filing. However, in order for a supplemental annuity to be paid or for an eligible spouse to begin receiving benefits, a disability annuitant under full retirement age must relinquish employment rights. ■

Persons can contact an office of the Railroad Retirement Board (RRB) by calling toll free at **1.877.772.5772** or at *www.rrb.gov*

Most RRB offices are open to the public from 9:00 a.m. to 3:30 p.m. Monday through Friday except on Federal holidays.

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, President, Brotherhood of Railroad Signalmen, 917 Shenandoah Shores Road, Front Royal, VA 22630-6418.

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During difficult economic times, it makes more sense than ever to focus the purchasing power of union families on the goods and services that those families create. Supporting union made products helps keep good jobs in the community.

Holiday shopping traditionally kicks off on “Black Friday” — designated as such because it’s the time frame when many retailers move from red ink to black on their balance sheets. Shoppers will find plenty of “bargains,” but union family shoppers will want to look beyond foreign-made electronics, trendy toys, and gadgets to find enduring goods that are union made, or perhaps gift cards for union-productions, movies or sports events, or union-made food stuff — there are still plenty of union made candies, baked goods, spirits, and specialty items.

We suggest you start your shopping list with a visit to: www.unionlabel.org and click on Union Products. If you can't find what you're looking for there, move on to the web sites of individual unions that show up as links on that page.

Frustrated by Lack of Union Goods on Store Shelves?

Let your retailers know how you feel. If you find shop keepers who are interested and cooperative, *thank them for caring.*



Check out these websites for specific products from Union Label Affiliates:

- ▶ **Entertainment & Events:** American Federation of Musicians (www.afm.org)
- ▶ **Candy, Baked Goods & Spirits:** Bakery, Confectionery. Tobacco Workers and Grain Millers (www.bctgm.org)
- ▶ **Mobile Phone Service (CWA), Appliances (IUE), Holiday Cards (PPMWS):** Communications Workers of America (www.cwa-union.org)
- ▶ **Glassware:** Glass, Molders, Pottery, Plastics and Allied Workers (www.gmpiu.org)
- ▶ **Air, Rail Travel, Appliances:** International Association of Machinists (www.iamaw.org)
- ▶ **Movies, Live Stage Entertainment:** International Alliance of Theatrical Stage Employees, Moving Picture Technicians, Artists and Allied Crafts (www.iatse-intl.org)
- ▶ **Appliances, Lighting:** International Brotherhood of Electrical Workers (www.ibew.org)
- ▶ **Automobiles, Automotive Products, Games and Toys:** United Autoworkers (www.uaw.org)
- ▶ **Kitchenware, Sporting Goods, Paper Products (Gift Wrap):** USW (www.usw.org)

Staying Alert, Staying Alive

A series of career ending injuries and fatalities over the past 24 months prompted the Federal Railroad Administration (FRA) to issue Safety Advisory 2010-03 on the importance of situational awareness, alertness when working on or near main tracks, and job briefings whenever there is a change in situation.

“Employees that were injured and killed were all familiar with operating and safety rules,” said the FRA. “In these cases additional job briefings could have heightened the employee’s alertness to changing job situations.”

As the railroad industry is well aware, a job briefing should take place at the beginning of a task and anytime the task changes. Railroad operating rules and certain federal railroad regulations require that these job briefings occur. The job briefing can act, particularly when there is more than one person involved with the task, as a time out for the affected employees to reinforce the need to exercise vigilance and awareness in the performance of their tasks.

FRA’s Safety Advisory recommends that railroads:

- Develop processes that promote safety mentoring of

fellow workers regardless of their titles or positions.

- Develop procedures that address the need for dialogue between coworkers when exiting equipment near tracks or moving equipment.
- Review the current process for job briefings and determine best practices that encourage constant communication about activities at hand.
- Assess current rules addressing personal safety and employee behavior when on or near tracks, with particular emphasis on main tracks.
- Review current rules pertaining to activities that could cause employees to become distracted, including rules pertaining to the use of electronic devices, with the view of strengthening and expanding them to include all employees when they are on or near tracks.
- Review current rules pertaining to sounding the locomotive horn, with the view of requiring the horn to be sounded when approaching and passing standing trains, especially at or near grade crossings, regardless of whether such crossings are located in quiet zones. ■

FRA Issues Final Rule on Use of Cellular Phones and Electronic Devices

In response to several deadly accidents involving the use of electronic devices while on duty, the Federal Railroad Administration (FRA) issued Emergency Order 26 on October 1, 2008. Emergency Order 26 restricted the use of cellular telephones and other electronic devices by operating employees while on duty.

On September 27, 2010, FRA rescinded Emergency Order 26 and issued in its place the Final Rule on Restrictions on Railroad Operating Employees’ Use of Cellular Telephones and Other Electronic Devices. In this final rule, FRA revised some of the substantive requirements of Emergency Order 26 as well as its scope to accommodate changes that it believed was appropriate. FRA’s intent is to ensure that operating employees can focus solely on the safe movement of trains and not

be distracted by cell phones or other electronic devices.

As a whole, Signalmen are not governed by this regulation except for in the instance of when they are riding in the cab of a controlling locomotive. Section 220.303 – General use of electronic devices, states in part, “... No individual in the cab of a controlling locomotive shall use an electronic device if that use would interfere with a railroad operating employee’s performance of safety-related duties.”

As of now, there are no other regulations governing signal employees using cellular phones or other electronic devices. This does not prevent any railroad from creating its own, more restrictive, operating rules regarding the use of such devices. ■

BENEFITS DIRECTORY



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OBITUARIES

C.D. BIXLER—retired member of **LOCAL 106**. Brother Bixler retired in 1995 after 12 years of service with Amtrak. Brother Bixler was a Communication & Signal Maintainer at Harrisburg, Pennsylvania, at the time of his retirement. Brother Bixler also served on the Grievance Committee.

CARL D. BRADSHAW—retired member of **LOCAL 129**. Brother Bradshaw retired in 1992 after 45 years of service with Frisco, and Burlington Northern Railroads. Brother Bradshaw was a CTC Maintainer at Chelsea, Oklahoma, at the time of his retirement. Brother Bradshaw also served as Local Chairman and General Chairman.

DONALD J. BRITTON—retired member of **LOCAL 42**. Brother Britton retired in 1981 after 42 years of service with Conrail. Brother Britton was a Signal Maintainer at Monroe, Michigan, at the time of his retirement.

WESLEY E. BRUNER—retired member of **LOCAL 1**. Brother Bruner retired in 2008 after 31 years of service with Norfolk Southern Railroad, and Conrail. Brother Bruner was a Communication & Signal Assistant Foreman at Enola, Pennsylvania, at the time of his retirement.

NICHOLAS R. BULTHUIS—retired member of **LOCAL 183**. Brother Bulthuis retired in 1994 after 40 years of service with Chicago & Western Indiana Railroad, and Metra. Brother Bulthuis was a Signal Maintainer at Chicago, Illinois, at the time of his retirement. Brother Bulthuis also served as Local Chairman and General Chairman of Local 32.

ROBERT J. CLAWSON—retired member of **LOCAL 41**. Brother Clawson retired in 1987 after 42 years of service with Conrail. Brother Clawson was a Signal Maintainer at Bloomington, Illinois, at the time of his retirement.

B.V. CLYBURN—retired member of **LOCAL 77**. Brother Clyburn retired in 1987 after 35 years of service with Virginian, and North & Western Railroads. Brother Clyburn was a Signal Maintainer at Narrows, Virginia, at the time of his retirement. Brother Clyburn also served as Local Recording-Financial Secretary, Local Chairman, and General Chairman.

ALFRED H. CUDDEBACK—retired member of **LOCAL 120**. Brother Cuddeback retired in 1975 after 41 years of service with the Boston & Maine Railroad. Brother Cuddeback was a Lead Signal Maintainer at North Adams, Massachusetts, at the time of his retirement.

CLAYTON J. DORMINEY—retired member of **LOCAL 110**. Brother Dorminey retired in 1982 after 32 years of service with Southern Railroad. Brother Dorminey was a Signal Maintainer at Buford, Georgia, at the time of his retirement.

CHARLES R. GEMINDER—retired member of **LOCAL 143**. Brother Geminder retired in 1995 after 44 years of service with CSX Transportation. Brother Geminder was a Signal Foreman at Chicago, Illinois, at the time of his retirement.

JOSEPH P. GENOVA—retired member of **LOCAL 68**. Brother Genova retired in 1996 after 21 years of service with Conrail. Brother Genova was a Signal Maintainer at Chicago, Illinois, at the time of his retirement.

PAUL F. GILBERT—retired member of **LOCAL 72**. Brother Gilbert retired in 1998 after 20 years of service with Missouri Pacific, and Union Pacific Railroads. Brother Gilbert was a Signal Foreman at Kansas City, Missouri, at the time of his retirement.

L.D. GREEN—retired member of **LOCAL 119**. Brother Green retired in 1988 after 41 years of service with the Burlington Northern Railroad. Brother Green was a Signal Inspector at McCook, Nebraska, at the time of his retirement. Brother Green also served as Local Chairman. Brother Green is a military veteran, who served in Korea from 1951–1953.

DAVID L. HARTENSTEIN—retired member of **LOCAL 92**. Brother Hartenstein retired in 2000 after 38 years of service with Union Pacific Railroad. Brother Hartenstein was a Signal Maintainer at Tracy, California, at the time of his retirement.

DONALD R. HOLMES—retired member of **LOCAL 94**. Brother Holmes retired in 1994 after 37 years of service with Baltimore & Ohio Railroad, and CSX Transportation. Brother Holmes was a Signal Maintainer at Sumner, Illinois, at the time of his retirement. Brother Holmes also served as Committeeman.

EARL F. KING, JR.—retired member of **LOCAL 109**. Brother King retired in 1990 after 27 years of service with Conrail. Brother King was a Signalman at Youngstown, Ohio, at the time of his retirement.

NEAL H. McCLEARY—retired member of **LOCAL 20**. Brother McCleary retired in 1989 after 40 years of service with Burlington Northern Railroad. Brother McCleary was a Signal Maintainer at Bay City, Wisconsin, at the time of his retirement. Brother McCleary also served on the Grievance Committee.

HARLEY R. NEIHART—retired member of **LOCAL 20**. Brother Neihart retired in 1983 after 40 years of service with the Burlington Northern Railroad. Brother Neihart was a Signal Inspector at Aurora, Illinois, at the time of his retirement. Brother Neihart also served as Local Recording-Financial Secretary, Local President, Local Chairman, and General Secretary-Treasurer.

CLEMENT A. SEIFERT—retired member of **LOCAL 40**. Brother Seifert retired in 1988 after 38 years of service with Conrail. Brother Seifert was a Communication & Signal Assistant Inspector at Johnstown, Pennsylvania, at the time of his retirement.

DEAN E. TWITCHELL—retired member of **LOCAL 226**. Brother Twitchell retired in 1985 after 40 years of service with Milwaukee Railroad. Brother Twitchell was a Signal Testman at Portage, Wisconsin, at the time of his retirement. Brother Twitchell also served as Local Recording-Financial Secretary, Local Chairman, and General Chairman.

C. L. VINSON—retired member of **LOCAL 49**. Brother Vinson retired in 1982 after 34 years of service with Southern Railroad. Brother Vinson was a Signal Maintainer at Wilmore, Kentucky, at the time of his retirement.

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

RRB Sickness Benefits Now Online

The U.S. Railroad Retirement Board (RRB) has announced that railroad workers can now file biweekly claims for railroad sickness benefits online.

Employees can access this new service by visiting the RRB's website at www.rrb.gov and clicking "Benefit Online Services." This new feature, along with existing ones, requires a secure Internet Services Account for each individual. First-time users will need to request a Password Request Code (PRC), which they will receive by regular mail in 7 to 10 days. Once employees have an established online account, they will be able to file

biweekly claims for sickness benefits, as well as conduct other business with the RRB over the internet. Employees who have already established online accounts do not need to do so again.

Railroad employees who miss work due to illness or injury will still have to file a paper form that serves as their initial application for sickness benefits. Once the application is received, they will continue to receive paper-based claim forms, generally for specific 2-week periods, by regular mail. However, they now have the option of filing the claims online in order to expedite processing and payment. ■



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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

DA Piper 111

40 YEARS OF SERVICE

DB Bailey 16
 BJ Whisnant 16
 LC Brown 20
 LR Leister 31
 SR Huckaba 41
 JB Russell 67
 AF Straub 72
 GE Ratcliffe 77
 RL Schmuck 92
 MR Evans 148
 WT Walker 148
 RL Eastin 183
 CM Egdorf 183

35 YEARS OF SERVICE

MW Colvin 2
 DL Johnson 8
 JS McElroy 8
 SR Lowry 10
 EG Hammock 11
 SW Rogers, Jr. 14
 ML Lancaster 20
 BK Caldwell 31
 AD Allison 33
 RN Pashley 35
 LK Miller 41
 MJ Houston 42
 SA Feyerherm 43
 GE Willard 49
 DE McMillan 52
 GW Wilkins, Jr. 52
 LF Ambrosio 60

35 YEARS OF SERVICE

GR Torrence 67
 DA Miller 68
 KW Leveque 81
 FR Moore 94
 KM Bailey, Jr. 99
 CA Byley 99
 KG Michaels 102
 TP Creagan 106
 PE Dempsey 108
 WH Huttunen 108
 WE Cooper 119
 JA Hiller 123
 CJ Tracy 130
 WR Brill 141
 KD Clark 168
 WJ Saul 173
 W Watson, Jr. 183
 SG Pfeiffer 226
 SG King 232

30 YEARS OF SERVICE

GA Higbee 8
 SK Foor 20
 FH Peci 20
 RJ Reittinger 20
 DA Phillips 29
 JD Wolken 33
 JC Ploski 40
 BJ Seth, II 40
 RA McGath 52
 JA Lindenbaum 55
 WH Bandows 56
 W Fishedick 56
 LC Jones 56
 D Gould 57

30 YEARS OF SERVICE

WR Shultz 65
 RD Jones 72
 WM McGhehey 72
 DA Von Berge 81
 JL Strong 93
 EE Colon 99
 L Henry, II 102
 GP Kazanjian 102
 GJ Lehning 102
 FW Rudolph 102
 RL Byus, Jr. 106
 GG Stern 106
 WM Begger 129
 JT Braddock 153
 LC Karnowski, Jr. 155
 GC Wilkie 156
 JC Mitchell 172
 SP Carroll 179
 CJ Fatora 183
 SR Guthrie 188
 N Anzaldua, Jr. 206
 JR DeNike 206
 RM Slomba 225

25 YEARS OF SERVICE

JH Piltz 1
 RC Apodaca 8
 JF Spreen 8
 JC Wullschleger 8
 BE Blair 10
 L Scott, Jr. 49
 MM Graham 56
 RE McColgan 60
 RM Noga 84
 JA LoCicero, Jr. 106
 LL Loftin 141
 JH Jones 206
 RM Schussler 228

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UnionPlus.org/
CollegePrep

UNION CARS & TRUCKS

Now more than ever: Buy union-made cars and trucks The UAW's 2011 Vehicles Guide



JIM WEST

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

Because of the integration of United States and Canadian vehicle production, all the vehicles listed that are made in Canada 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.

UAW CARS

Buick Lacrosse
Buick Lucerne
Cadillac CTS
Cadillac DTS
Cadillac STS
Chevrolet Corvette
Chevrolet Cruze
Chevrolet Malibu
Chevrolet Volt
Chrysler Sebring
Dodge Avenger
Dodge Caliber
Dodge Viper
Ford Focus
Ford Mustang

Ford Taurus
Lincoln MKS
Mazda6
Mitsubishi Eclipse
Mitsubishi Eclipse Spyder
Mitsubishi Galant

UAW VANS

Chevrolet Express
Ford Econoline
GMC Savana

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

UAW SUVs/CUVs

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

CAW VANS

Chrysler Town & Country
Dodge Grand Caravan
Volkswagen Routan

UAW TRUCKS

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

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)

Make check or money order payable to:

Brotherhood of Railroad Signalmen

Mail payment and order to:

Brotherhood of Railroad Signalmen

917 Shenandoah Shores Road

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/navy 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

NAME _____

CERTIFICATE NUMBER _____

STREET _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

Quality UNION MADE Items



The Signalman's STORE

www.brs.org • (540) 622-6522



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



Windshirt



Brown Canvas Coat



Black Canvas Coat



Blue Jacket



Black Wool & Leather Coat



Also available in White and Ivory*

Blue Oxford



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



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

LOCAL MEETINGS



Local 16 Meeting

Plant City, FL



Local 31 Meeting

Cumberland, MD



Local 161 Meeting

Amarillo, TX



LOCAL MEETINGS



Local 31 Meeting

New Stanton, PA



Local 49 and Local 110 Meeting

Knoxville, TN



TRAINING PHOTOS



Recording Financial-Secretary Training
Front Royal, VA



B&O General Committee Meeting
Front Royal, VA

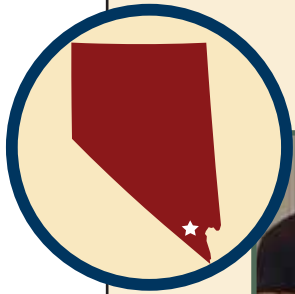


MEETING PHOTOS

Local Chairmen's Training Front Royal, VA



MEETING PHOTOS



General Chairmen's Meeting Las Vegas, NV



MEMBER PHOTOS



Retirement Party CHARLIE MCGRAW & GEORGE JONES Las Vegas, NV



Special Recognition



Brother Joseph (Joe) Rennian accepts a BRS mantle clock; the clock was presented as a retirement gift during a Local 31 meeting in New Stanton, Pennsylvania. Joe a recent retiree, served as Financial Recording-Secretary for Local 31.

BNSF General Committee



BNSF Signal Director Ralph Young takes the members of the BNSF General Committee on a tour of the Engineering Office at the BNSF Headquarters in Lenexa, Kansas.

PHOTO CONTEST

WINNERS FOR 2010



FIRST PLACE

Cut Bank, Montana signal crew installing a new crossing in Kevin, Montana. PICTURED: Signalman Leonard Fugle, Foreman Ed Boschee, and Assistant Signalman Rich Dill, all members of Local 87. Photo submitted by Scott Marksbury — Signal Inspector Local 87, BNSF.



SECOND PLACE

Scott Menix and Tim Cox, both members of Local 136, remove old signals during a cut-in at E.E. Haden. Photo submitted by Local 136 member C.A. Hawkins.

SUBMIT YOUR PHOTOS

signalman@brs.org

OR MAIL ENTRIES TO:

Editor – The Signalman's Journal
917 Shenandoah Shores Road
Front Royal, VA 22630-6418



THIRD PLACE

East Bound UP freight train at the Ontario Street crossing, approaching the Dayton Bluff Yard, in Minneapolis, MN. Photo submitted by Local 87 member G.T. Urfer.

28TH ANNUAL

2011 PHOTO CONTEST

The Signalman's Journal will conduct its 28th Annual Photo Contest during 2011, accepting entries of signal-related photographs from Brotherhood members for publication in *The Signalman's Journal* and judging in the popular contest.

The Signalman's Journal 2011 Photo Contest prizes include:

First Place: Union-made BRS logo wristwatch and \$100 gift certificate to the Signalman's Store.

Second Place: Union-made black canvas coat with blanket lining and \$75 gift certificate to the Signalman's Store.

Third Place: \$50 gift certificate to the Signalman's Store.

The Signalman's Journal encourages members to submit photographs that feature signal equipment or Signalmen working at their craft. All entries must include some element of signal equipment or signal work. Photographs of Signalmen at work must depict proper safety equipment (for example: hard hats, eye protection, or other necessary safety gear) and other generally recognized safe work practices.

The contest rules for 2011 are as follows:

1. Photographs should be color and no smaller than 3 inches by 5 inches in size. Digital pictures are accepted and encouraged, but the photo should be of very high resolution. Negatives or Polaroid photos will not be considered. There is no limit on the number of entries.

2. Photographs must include some element of signal work or signal equipment. This can include Signalmen working or signal equipment of any kind incorporated into a scene.
3. The final date for receipt of photographs for consideration in the 2011 contest will be October 1, 2011. Early entries are encouraged. All entries will be considered for publication in *The Signalman's Journal*.
4. All photographs submitted will be considered property of *The Signalman's Journal*.
5. Photographs entered in the contest must be accompanied by the complete information specified on the entry form. Information must include the name, address, and telephone number of the photographer; the identification of any individuals in the photo (i.e., name, title, and local); photo location and the name of the railroad involved including the division and/or subdivision.
6. Participants may include additional information on a separate sheet of paper. **Please DO NOT write on the back of photographs.** Be sure each entry is clearly identified when sending more than one entry.
7. This contest is open only to active and retired members of the Brotherhood of Railroad Signalmen.
8. Mail all entries to:

Editor – *The Signalman's Journal*
917 Shenandoah Shores Road
Front Royal, VA 22630-6418

Or email to signalman@brs.org

BROTHERHOOD OF RAILROAD SIGNALMEN — 2011 PHOTO CONTEST

NAME _____ LOCAL _____

MAILING ADDRESS _____

CITY _____ STATE _____ ZIP _____

EMAIL ADDRESS _____

PHONE (Daytime) _____ (Evening) _____

R.R. EMPLOYER _____ JOB TITLE _____

PHOTO LOCATION _____ R.R. DIVISION _____

PHOTO DESCRIPTION _____

ENTRY FORM

Holiday Shopping MADE EASY

Give the Gift of a Union Sportsmen's Alliance Membership

Whether you're ready or not, it comes every year toward the end of big game season—the holidays. And if you're like many sportsmen, you'd rather sit in the woods until your fingers and face go numb than set foot in a shopping mall near Christmas.

So forget big crowds and the hassle of figuring out what to get the hunter or fisherman on your list - give the gift that keeps giving through every fish and game season - the gift of a USA membership.

With a free Buck knife, an outdoor magazine, four issue of the USA journal, a Beretta gift certificate, an online mapping

subscription and a whole lot more, you're giving a gift worth more than \$130 for a price of just \$25! Plus, your gift is helping get the USA's new Boots on the Ground program up and running to expand and improve hunting and fishing access and habitat for all, now and in the future.

Whether you're looking for the perfect present for the sportsman or woman in your life or need to let someone know what you'd like to see under the tree this year, a USA membership is the perfect, hassle-free gift that's jam-packed with value.

Order A Gift Membership Today

Call 1-877-872-2211 (toll-free) or visit: www.unionsportsmen.org/gift

YOU ARE UNION. YOU ARE SPORTSMAN.

YOU BELONG.



USA Gift Membership

To: _____

From: _____