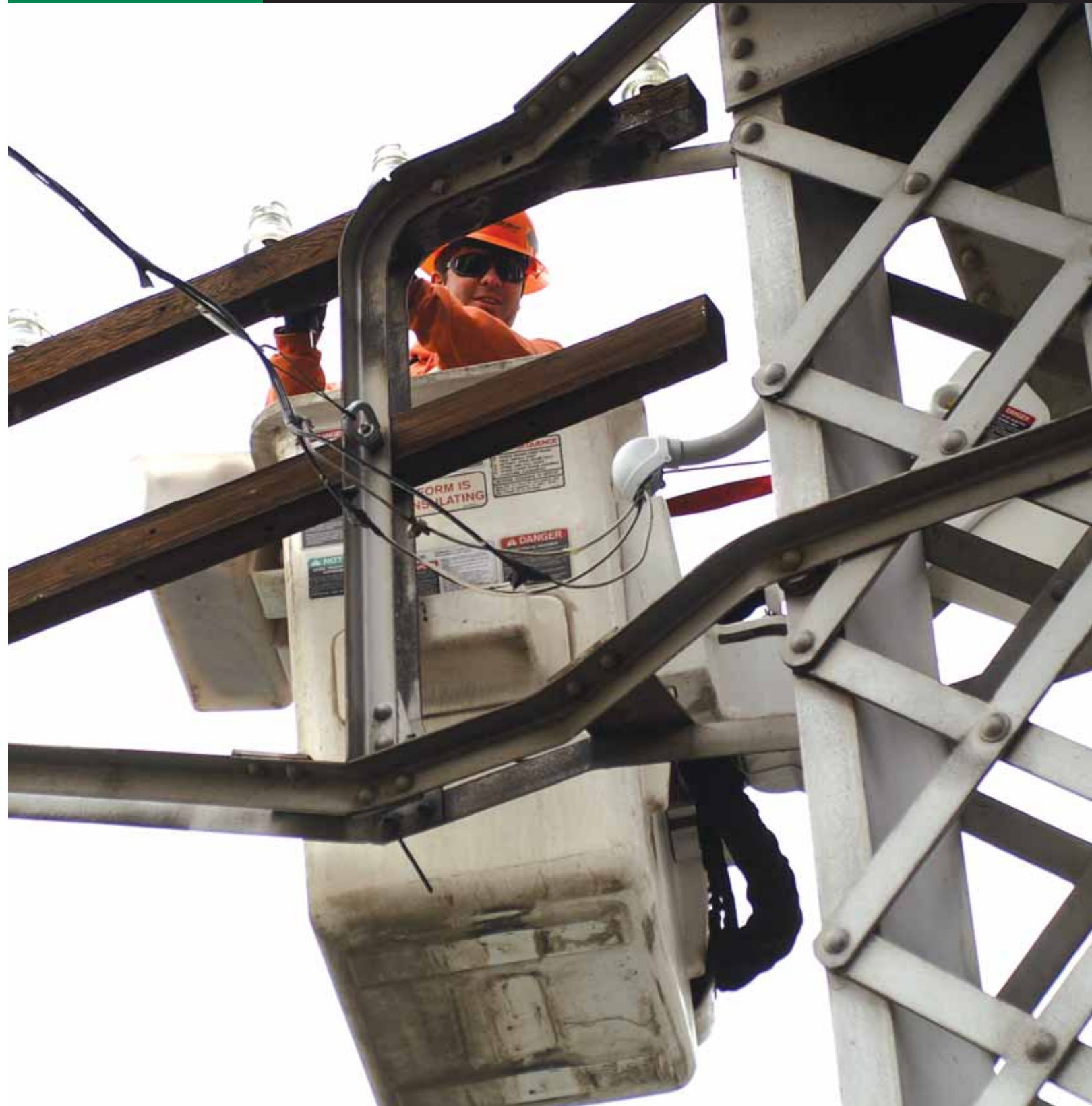




THE SIGNALMAN'S JOURNAL

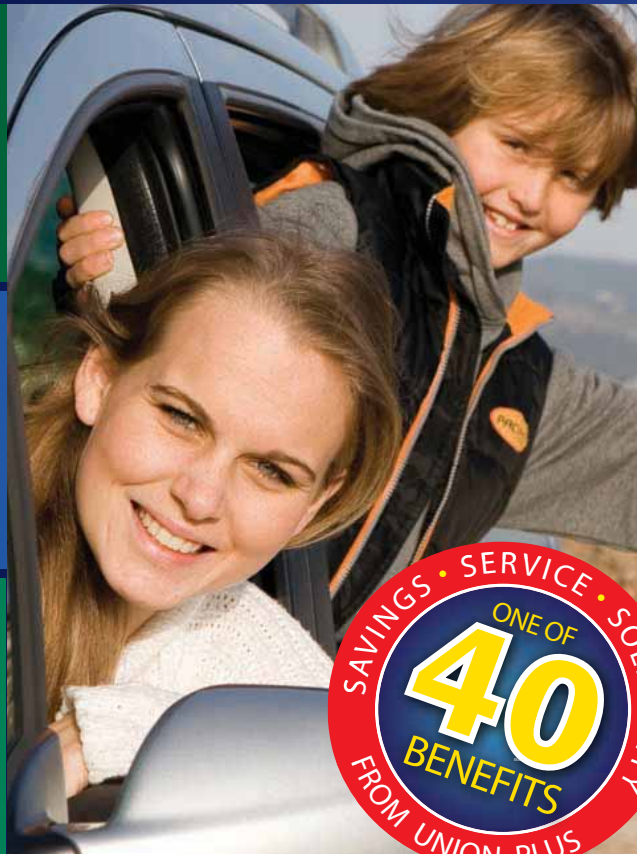
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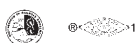
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FEATURES:

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A number of states have either banned or criminalized the possession and/or use of synthetic cannabinoids. States with bans include Alabama, Arkansas, Georgia, Hawaii, Iowa, Illinois, Kansas, Kentucky, Louisiana, Mississippi, Missouri, North Dakota, and Tennessee. A number of other states have legislation pending.

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COVER: Signal Maintainer C. Powell, of Local 188, is sent up in a bucket truck to repair a radio link problem on the Celilo Bridge. Photo submitted by Local 188, Signal Inspector A.W. Miller.





The Future of the Labor Movement

As a union leader, one of my greatest concerns is the future of the labor movement. I often think about the next generation of young workers who will soon be graduating from high school and college and entering America's workforce. I also think of my grandchildren and wonder what type of challenges they will face as they enter the workforce in the future. What saddens me is that the greater part of these young individuals has not, and will not, be educated on the importance of labor unions and the labor movement as a whole. They will not be taught how labor unions help protect good paying, middle class jobs; protect workers from unfair treatment by companies; improve the quality and competitiveness of U.S. products; and most importantly, how labor unions give workers a voice that they would not otherwise have.

The days of children being thoroughly educated on the labor movement in our public school systems are long gone. No longer are students taught of historic industrial strikes, the poor working conditions that workers once faced, or the violence that occurred when employees attempted to organize. It is evident, without this education, the future workers of America will never have a full understanding of what unions have done to protect workers and their families in the past, nor will they know how important unions are to their future.

The question of labor's future has become very important. Today, unions are searching for answers about how to begin growing again and regain the power workers need to defend themselves. The task has become very difficult with today's raw display of corporate power, falling wages, and declining union membership. As union leaders and union members, we must ask ourselves, "What is our vision for the future of labor?"

I believe that our basic tenets remain the same: to see organized labor grow and succeed. However, I believe that we must take a different approach in reaching that goal.

In order to achieve this, we must first educate the younger generation on the importance of the labor movement. Labor education must be more than technical training in techniques for grievance handling and collective bargaining; it has to be about politics, in the broadest and most radical sense. We must inform voters that it is imperative that we have elected officials in office who have labor's best interest in mind. However, at the same time educating union members alone is not enough. A radical vision should address workers far beyond the formal ranks of organized labor. We must put forth an extra effort and reach out to those who are not part of the current labor movement.

Over the years, the percentage of union members has been declining. Just after World War II, unions represented 35 percent of U.S. workers. By 1975, after the Vietnam War, union membership had dropped to 26 percent. Today, less than 12 percent of all workers, and 8 percent in the private sector, are union members. The Bureau of Labor Statistics reported that unions lost 612,000 members in 2010, dropping the unionized share of the work force to 11.9 percent from 12.3 percent in 2009. Declining numbers translates into a decline in political power and economic leverage. California (with one-sixth of all union members) and New York have higher union density than any other states, and even here, labor is facing a war for political survival. Unions must work with their members to develop a framework for the future. Labor's ability to move forward depends on finding a new and deeper relationship with its own members and willingness for them to fight for even a limited set of demands. Our history tells us that when workers have been inspired by a vision of real social change, the labor movement grows in numbers, bargaining strength, and political power.

I believe that the labor movement must inspire people with a broader vision of what is possible. Workers' stan-

dard of living is declining, and they often have to choose between paying their rent or mortgage and going to the doctor. There's something fundamentally wrong with this fact. Working families need a decent wage, but they also need the promise of a better world. For as long as we've had unions, workers have shown they'll fight for the future of their children and their communities, even when their own future seems in doubt, but it takes a radical social vision to inspire this wave of commitment, idealism, and activity.

This is where the importance of educating future generations comes into play. It is a difficult task to undertake, but it is an action that must be taken. It has happened before. The 1920s were filled with company unions, violence, strikebreakers, and the open shop. A decade later, those obstacles were swept away. An upsurge of millions of workers in the 1930s, radicalized by the Great Depression and politics, forced corporate acceptance of the labor movement for the first time in this country's history. Changes taking place in our unions and communities today can be the beginning of something as large and profound. With more education and imagination, the obstacles we face can become historical relics as quickly as did those of an earlier era.

We need to inform future generations that organizing a union is a basic right. I firmly believe that violating a worker's right to organize should be punished with the same severity used to protect property rights. Fire a worker for joining a union — go to jail. Instead, today's workers get fired in a third of all organizing drives. Companies close plants and abandon whole communities, and threaten to do so even more often. Strikebreaking and union busting have become acceptable corporate behavior. There are no effective penalties for companies that violate labor rights, and most workers know this. In addition, there are new weapons, like modern-day company unions, in the anti-union arsenal. Chronic unemployment and a declining social climate requiring the need of reforms like healthcare, pit workers against each other in vicious competition, undermining the unity they need to organize.

Again, there are millions of workers who are desperate because they have lost jobs or are in danger of losing them. Employers are moving factories and downsizing their workforce to boost stock prices. Without speaking directly to workers' desperation and fear of unemployment, unions are going to have a hard time trying to convince millions to organize and risk the jobs they still have. Government and corporations may treat a job as a

privilege, and a vanishing one at that, but unions must defend a job as a right. To protect that right, workers need laws, which prohibit capital flight and give them a large amount of control over corporate investment.

Our ideas and visions for the future of the labor movement are worthless unless they reach the working people. Workers inhabit many localities: workplaces, communities, extended families, civic and religious organizations, etc. Each of these can be sites of information sharing on the labor movement, and none should be overlooked. In all of these places, people will naturally have various cultures of solidarity. It is important to remember that the future of labor movements lies in the ability of local unions and federations to transform themselves into the nucleus of labor movement power. After all, it is at the local union level that everyday workers and communities interact with the labor movement. For this reason, I always encourage BRS Locals to join their respective state federation of the AFL-CIO. Grand Lodge has pledged to pay for half of the membership cost.

As union leaders and union members, we are the compass that future generations will need to find their way to a brighter, more secure future. We are the knowledge base from whom these future generations will seek information and guidance. We must inform them that a strong labor movement helps all Americans. We must inform them that when workers are denied a voice, they no longer share in the wealth that they create: the health-care worker cannot afford to be treated at the clinics and hospitals in which they labor, auto workers cannot afford to buy and drive the cars they make.

A new commitment to our vision for the future laborer must be at our forefront. I urge each of you, when given an opportunity, to enlighten those who are new to the working-class on the importance of unions and the labor movement. We must remember that participation and activism will ensure that the rights and interests of America's labor force are advanced and that working families are accorded dignity and respect.

In Solidarity,



W. Dan Pickett
BRS President



Scapegoats and Union Workers

Webster's dictionary defines a scapegoat as "A person or group that is made to bear blame for others." The word comes from biblical times when a priest would confess all the sins of the Israelites above the head of a live goat and then drive it into the wilderness, symbolically bearing their sins.

Today's goat is the government (public sector) union members. It was not too long ago the goat was union manufacturing workers, union autoworkers, union airline workers, or union _____ workers; you fill in the blank. The theme is pretty consistent — Eliminate or limit

workers' rights to collective bargaining through changes in foreign trade laws that favor countries without collective bargaining, or bankruptcy laws that allow companies to break contracts with workers, or just outright make collective bargaining illegal.

The promise from the right-wingers is that we need to eliminate the sins of greedy workers and our entire nation will be a better place. The fairytale we are led to believe is that if we do this: local, state, and federal budgets will be balanced; everyone will have good paying jobs, healthcare benefits, and secure retirements. As a bonus, wealthy Americans will have reduced taxes so they can pay us all these wonderful wages and benefits — what a fantasy.

What puzzles me is not the attack on public workers by right-wing politicians; I expect that, but the support from working Americans for these policies and the politicians who propose them.

The move to bust public sector unions, which make up one-half of all American unions, is a move to disable and kill our movement...

In the recent public battle in Wisconsin, Governor Walker signed business tax measures that would add about \$117 million to the state's budget problem over the next two years, yet he claims union workers are to blame for the state budget problems. During his election campaign, Walker told the Metropolitan Milwaukee Association of Commerce that he favors

repealing the corporate income tax — the state's third largest source of revenue — while his proposal for state workers includes cuts and the loss of collective bargaining rights. The bill also includes union busting provisions that have nothing to do with the budget, like a provision that would outlaw having dues taken out of paychecks and

another provision that would require union workers to go through a union representation election every year or lose representation rights.

In the Wisconsin fight, the leading voice of the Tea Party, Sarah Palin, weighed in telling workers, "union brothers and sisters: this is the wrong fight at the wrong time." She called on the union members to "sacrifice and carry our share of the burden." Sarah Palin and her Tea Party friends are no brother or sister to any real trade unionist; and the message they are sending is clear to me, tax cuts for the wealthy and pay cuts for workers. Palin's Tea Party friends claim that the federal tax cuts for estates and people making over \$250,000 did not go far enough. Under recent federal cuts in estate taxes, a \$100 million dollar estate would pay \$20 million dollars less in taxes in 2011 than it would have if Congress had not acted and the estate tax had reverted to its 2001 level. Palin and the Tea Party say that it is not enough of a tax break and workers should "sacrifice and carry our share of the burden." Governor

Walker said, "We have sent the message Wisconsin is open for business." What he means is he plans to make Wisconsin anti-union and give tax breaks to those who need them the least, a corporate dream come true.

Busting the unions has nothing to do with helping Wisconsin through its fiscal crisis; it is about power. Public-sector workers in Wisconsin and elsewhere are paid somewhat less than private-sector workers with matching qualifications. In fact, comparable private sector occupations earn more than the public sector counterparts. For example, private sector computer programmers can make 24 percent more on average than their state government counterparts while attorneys, geologists, and economists on average could earn 60 percent more.

The attack is coming on all fronts and the Trojan horse is balancing the budget. For example, the recently passed House Republican "budget cuts" are going after the rights of railroad workers. In the budget passed by the House Republican majority there is a provision that eliminates federal funds for union organizing elections conducted under the National Mediation Board's current rules. Republicans do not like the current election rules under the Railway Labor Act. The current rules state that in a union representation election only the ballots returned are counted, and a majority of the votes cast decides the election. The Republicans want to revert to rules that counted non voters as no votes, against union representation.

It looks to me like the agenda is union busting, not balancing budgets.

The move to bust public sector unions, which make up one-half of all American unions, is a move to disable and kill our movement,

silencing the last organized opposition to America's big money interests.

Remember, it was the super wealthy, not the workers, who pushed for financial deregulation and that is what caused most of the recent economic crisis. The budget problems are a result of that crisis. The right-wing is trying to exploit the very crisis that they and their rich friends caused to squash their last remaining opponents.

The question for America is will they succeed? Anyone who cares about the America we grew up in, with its vibrant middle-class, had better hope they do not.

Fraternally yours,



Walt A. Barrows
BRS Secretary-Treasurer



K₂ and Spice

The New Synthetic Marijuana?

For the past several years, employers have expressed a growing concern about an easily available group of over-the-counter products rumored to be “legal” marijuana and having brand names like K2, Spice, and dozens of other exotic names. Use of these types of products had already been a problem in Europe several years before they started becoming known in the U.S.

K2, Spice, and other products of this type are freely sold on the internet in “head” or “smoke” shops and in certain other counter-culture locations. They are commonly sold as incense (or some other false claim) and labeled not for human consumption, but when smoked are supposed to mimic the high of marijuana.

Although marijuana-like, these products do not actually contain THC (delta-9-tetrahydrocannabinol, the principal psychoactive compound found in marijuana), and are not in any way derived from the plant product.



What are Some of the Common “Brand” Names?

K2 Summit, K2 Blonde, Spice Diamond, Spice Gold, Yucatan Fire, Mojo, Smoke XXX, Smoke Plus, Aura Mystic, Gonjah, and dozens of other names.



How Prevalent is the Use of These Products Among Employees?

There is no reliable data on the prevalence of these products in workplace populations. There is also no evidence that the rates of use are significant with employees. However, these products should be treated as drugs of interest by employers if their popularity increases with working populations due to the difficulty in their detection.



Where are These Products Being Produced?

The source of K2, Spice, and other similar products appears to be produced primarily in China, India, and

Korea. However, there are reports of underground entrepreneurs in the U.S. buying or producing raw synthetic cannabinoids and creating their own branded products.



What does it Look Like?

Visually, the products appear as plant or herbal material of various types. They are most often sold in branded 2”x3” translucent or clear packets, usually in gram sizes (a gram is 1/32 of an ounce).



How Much Does it Cost?

These products are usually considered expensive in comparison to marijuana, often \$20-\$35 when purchasing single grams.



What is in These Products That Causes People to Get High?

These products are made up of various benign plant or herbal material combinations sprayed with one or more synthetic cannabinoids (the only intoxicating ingredient(s) present). There is often significant variability in the concentration of synthetic cannabinoids and in the specific cannabinoids found, which can vary noticeably, not only between brands but between different packages of the same brand.



What is the Relationship Between Synthetic Cannabinoids and Marijuana?

There are 66 different naturally occurring cannabinoids in the marijuana plant, some of which are psychoactive (such as THC) and contribute to the intoxicating properties which cause the marijuana high. Synthetic cannabinoids have been created chemically in laboratories for the last 40 years for legitimate scientific research. They are not derived from the marijuana plant. Many have been used as pharmacological research tools in animal experiments. Many were never intended for use with humans.

In the case of the synthetic cannabinoid compounds

found in these products, their formulas were hijacked from published reports in the scientific literature. Some of the compounds are pharmacologically similar to plant cannabinoids, some are chemically similar, and some are both. Regardless, they are not marijuana.

For the most part, the synthetic cannabinoids employed in these products don't even have official names beyond their research identification in the professional literature. The cannabinoids in these products usually include one or more of the following: JWH-018; JWH-073; CP47,497; CP47; 497-C8; HU-210; JWH-250; JWH-398; and others. The initials are often tied to the researcher that created them (For example — JWH is Dr. John W. Huffman of Clemson University.)



What is the High Like and How Long Does it Last?

There is plenty of debate on the internet on what the high is like and how long it lasts. In addition to normal individual variability and drug experience, this is likely due in large part to which synthetic cannabinoids (or combination of synthetics) are present and in what concentration. Some users even report "hot spots" of concentrated effect, no doubt due to an inconsistent spraying of the intoxicant(s) onto the plant material.

Generally, the principal part of the high is regulated to last for 1-2 hours (not too dissimilar to marijuana), and is often described as a relaxed intoxication with the more intense effects happening early and then tapering off. The drug also appears to provide an acceptable level of intoxication, but no-one describes it as qualitatively equal to or better than marijuana.

In the workplace, depending on the concentration of synthetic cannabinoids present in the drug, the risk to safety is likely no less (and probably no more) than someone who has used marijuana within the same timeframe.

However, due to the lack of quality control in the products' manufacture, employers should be alert to the possibility of unpredicted adverse effects when the drug has been recently used.



What Adverse Effects Have Been Reported?

There is virtually no current data on the rate of adverse effects in users. Adverse effects have been anecdotally reported and include agitation, anxiety, tremors, seizures, tachycardia, increased blood pressure, numbness, and tingling in the extremities.

It is likely that the higher the concentration of synthetic cannabinoids, the higher the risk of a problem for the user. In addition, there is no standardized protocol for emergency room reporting of these drugs, likely in part due to unfamiliarity, misdiagnosis, and the difficulty of detection in toxicological screening.

continued on page 27

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EdMail

Helping a Union Brother

Within this article is a quote from Mr. Edward G. Rathbun, retired member of Local 33, about what the Union can do for you in a time of need.

While traveling to a job site after lunch, an oncoming vehicle suddenly came left of center and struck Brother Rathbun head-on, at approximately 55 miles per hour. The impact left the driver of the other vehicle fatally injured and Mr. Rathbun seriously injured and traumatized. Within hours, the carrier descended on the hospital requesting accident reports and statements. Fortunately, someone contacted Brother Rathbun's Local Chairman, who instantly contacted Supervision and Claim Agents demanding that no reports or statements be made while Mr. Rathbun was medicated and traumatized. His wife was notified so she could make sure reports and statements were not obtained from Mr. Rathbun at this time. Not only did the carrier try to obtain

reports and statements while Mr. Rathbun was in no condition to provide information, they sent someone to his home with an Hours-of-Service log (HOS) declaring it must be filled out for the Federal Government. Brother

Rathbun, thinking no harm could come from this, filled out the HOS log. The accident happened at 12:28 p.m. and he had just logged his normal lunch from 11:30 a.m. to 12:30 p.m. The carrier used this information to completely absolve itself of any liability, claiming not only were they not responsible for Mr. Rathbun's accident, but he was not on duty at the time of the accident.

Brother Rathbun was left on his own to deal with his situation, with only the help of his family, friends, his Union, and his FELA attorney. He was unable to seek help from the insurance company of the driver that struck him, because the carrier was claiming any money Mr. Rathbun would possibly receive from the other driver's insurance. Mr. Rathbun only had his benefits from Supplemental Sickness and the Railroad Retirement Board (RRB); both are Union negotiated benefits that he was entitled too. However, this was not nearly enough

money to pay all the bills. There was one more Union negotiated benefit available to Mr. Rathbun, which he was not aware of, and it is called "Off Track Vehicle Benefits." Although the carrier did not initially pay this, Mr. Rathbun's Local Chairman contacted the claims department and told them they were obligated to pay this to Mr. Rathbun. Finally, the carrier began to pay and Brother Rathbun had money to pay his bills. He could now focus on healing from this tragedy and not on how he could survive financially; that was until Mr. Rathbun started receiving his permanent disability annuity from the RRB. At that time, the carrier said he was no longer an employee and they were not responsible for any more "Off Track Vehicle" payments. The Union took excep-

tion to this and after substantial negotiating secured an Agreement with the carrier (to the carrier's credit) to continue the "Off Track Vehicle" payments to Mr. Rathbun. Below is a letter from Mr. Rathbun sent to the Brotherhood of Railroad Signalmen, BNSF General Committee.



— Edward G. Rathbun, Retired Member of Local 33

If not for the Union and its representatives, we would have given in to a state of hopelessness.

Why a Union Supported Job is Important

Many individuals when they think of the Union, think about pay negotiations. Many forget about the Union's part in helping provide safer environments and safety guidelines to protect the worker. But, even more importantly, is how the Union protects the family of the worker as well. Their support and care for those they represent has never been more evident to us than on the event of June 12, 2009. Next to fellow employees, the Union representative is the one who has always been available. Not only going through motions of giving preset papers on issues, but their genuine concern and desire to be there for the worker and his family. Out of this entire ordeal we have been through since June 12, 2009, not only me but also my wife, have been thankful for the Union's caring support. In a time when it feels like you are standing in adversity alone, we can look over our shoulder and see a few select individuals in our corner. One standing

Extension of Testing Interval Denied

On November 2, 2010, the Federal Railroad Administration (FRA) denied a petition by the Association of American Railroads (AAR) for authorization of its member railroads, which includes all major Class 1 railroads and Amtrak, to expand minimum monthly testing intervals to a maximum of 35 days between inspections for monthly tests on grade crossings, switches, and automatic train-stop equipment. The AAR sought to have the FRA waive the 30-day testing requirement, and instead, permit the performance of the required inspections and tests every 35 days, as long as the required inspection or test took place each calendar month.

In the petition, the AAR stated that the FRA regulations clearly intended for there to be approximately 12 inspections or tests of a signal system annually. However, to maintain strict compliance with FRA's written interpretation of the monthly inspection and test requirements, 13 or more inspections or tests are often being performed in a year. AAR also asserted that signal maintainers cannot always inspect or test on the same calendar day each month, due to their many other responsibilities, rest days, vacation, and sick days; not to mention the simple fact that certain months have 31 days and February has 28 or 29 days. Consequently, to comply with FRA's interpretation of monthly inspections, signal maintainers must conduct inspections or tests more frequently than posted by FRA regulations.

Unlike the FRA's existing written policy, a 35-day interval would have permitted signal maintainers to target inspections or tests in a calendar window each month. A signal maintainer would not have to be concerned about

out among them is the Union. If not for the Union and its representatives, we would have given in to a state of hopelessness. So, to those of you who wonder if a Union is really necessary for the worker, I want you to know absolutely "Yes," they are the ones who have the best interest and protection of you and your family at heart. Not to just see that you are paid fairly and adequately for your job, but to protect you and your family with

a problem arising on the scheduled calendar day if the maintainer had the flexibility to conduct the pending inspections on a later day.

After conducting interviews and receiving feedback from several signal maintainers and members, the BRS decided to support the AAR's petition because we wanted to see some of the signal maintainer's focus shift back towards maintenance and repairs and not strictly towards satisfying FRA testing requirements. President Pickett stated, "Approving the AAR's waiver will have a positive impact on safety by providing signalmen responsible for testing the needed flexibility to not only keep up with the testing, but to make the needed repairs as they encounter exceptions during testing. Our goal is to provide some relief to the already over burdened signalmen in their duties and responsibilities." We do not want a signal maintainer's determination on whether a test or inspection passes or fails to be unduly influenced by how many more monthly tests are due that day.

Since 2004, when the FRA issued its ruling that the monthly testing interval must adhere to a strict 30- or 31-day window, we have seen the focus of the signal maintainer's job shift away from maintenance and repairs and towards satisfying the FRA testing requirements. This shift toward "testing-centric" jobs has reduced the time available for signal maintainers to perform needed adjustments and make these repairs. We still believe that the inflexibility of the monthly testing schedule, provided in the regulations, is in opposition to our primary goal of safety, and we have full hopes that FRA will revisit this issue in the future. ■

contracts and presets for the generations to come. Your Union will always be there for you, "so be strong, be proud, be united, and support the BRS."

Sincerely,
Edward G. Rathbun, Local 33

God Bless the BRS

Alcohol and Drug Testing

Minimum Random Testing Rates for 2011 Remain Unchanged

The Federal Railroad Administration (FRA) announced the minimum random testing rates for railroad workers in the year 2011.

Using data from Management Information System annual reports, the FRA has determined that because the industry random drug testing positive rate was below 1.0 percent for the last two years (.037 in 2009 and .046 in 2008), the Federal Railroad Administrator has determined that the minimum annual random drug testing rate for the period January 1, 2011, through December 31, 2011, will remain at 25 percent of covered railroad employees. In addition, because the industry-wide random alcohol testing violation rate has remained below 0.5 percent for the last two years (.014 in 2009 and .015 in 2008), the Administrator has determined that the minimum random alcohol testing rate will remain at 10 percent of covered railroad employees for the period January 1, 2011, through December 31, 2011.

BRS members need to be aware that this notice sets the minimum random testing rates, and the railroads remain free under their own policies to conduct random testing at higher rates. The BRS reminds its members that many railroads have a zero tolerance policy when it comes to reporting to work under the influence of drugs or alcohol. In many cases, a positive test result will result in being placed out of service.

2011 Random Testing Rates Notice

The following chart outlines the annual minimum drug and alcohol random testing rates established within the Department of Transportation Agencies and the United States Coast Guard for 2011. ■

DOT Agency	Random Drug Testing Rate	Random Alcohol Testing Rate
Federal Motor Carrier Safety Administration (FMCSA)	50%	10%
Federal Aviation Administration (FAA)	25%	10%
Federal Railroad Administration (FRA)	25%	10%
Federal Transit Administration (FTA)	25%	10%
Pipeline and Hazardous Materials Safety Administration (PHMSA)	25%	Not Applicable
United States Coast Guard (USCG)	50%	Not Applicable



NOTE: Employers (and C/TPAs¹) subject to more than one DOT Agency drug and alcohol testing rule may continue to combine covered employees into a single random selection pool. However, companies (and C/TPAs) doing so must test at or above the highest minimum annual random testing rates established by the DOT Agencies under whose jurisdiction they fall. For example, an employer having both FMCSA- and FRA-covered employees in one pool must test, as a minimum rate, 50% for drugs and 10% for alcohol. Contact the appropriate DOT Agency for additional clarification.

¹ Consortium/Third Party Administrator (C/TPA) is a service agent that provides or coordinates the provision of a variety of drug and alcohol testing services to employers. C/TPAs typically perform administrative tasks concerning the operation of the employers' drug and alcohol testing programs. This term includes, but is not limited to, groups of employers who join together to administer, as a single entity, the DOT drug and alcohol testing programs of its members. C/TPAs are not "employers" for purposes of Part 40.

Outsourcing Safety Inspections

Edward Wytkind, President of the Transportation Trades Department, AFL-CIO (TTD), offers the following statement regarding BNSF Railway Company's request for a U.S. government waiver to have its trains inspected in Mexico. TTD also submitted official comments to the Department of Transportation in response to BNSF's request.

“There are key functions in the railroad business that are too important to outsource to the lowest bidder, and the safety inspection of trains belongs on that list.

We believe that BNSF Railway Company's requested exemption from safety rules is a wrongheaded attempt to evade safety rules and shed costs and American jobs — it defies the will of Congress.

Union Pacific (UP) made a similar waiver request in 2004 which was rejected by the Bush Administration's Department of Transportation, and again in 2006 which

UP withdrew amidst calls for a public hearing on the matter. Since then, Congress addressed this issue in the most recent rail safety bill, the Rail Safety Improvement Act of 2008. This law sets standards that must be met for requests of this kind to even be considered — standards, which are not met by BNSF in its waiver application.

BNSF has not shown that inspections will be performed under regulations that are equivalent to U.S. standards, which is required by law. In addition, the BNSF request for a waiver fails to cite any agreement between Mexico and the U.S. that would give our government the uninhibited right to inspect facilities and work done in Mexico.

BNSF's attempt to outsource safety-sensitive train inspections to Mexico doesn't begin to meet the requirements outlined in the rail safety bill. We urge the Department of Transportation to deny BNSF's request.” ■

Battleground Wisconsin

During an overnight filibuster, State Representative Jorgensen took issue with the Republican indifference to how these measures will affect the everyday life of the American worker.

Republican Governor, Scott Walker, has turned the State Capitol Building in Wisconsin into a battleground. As of Wednesday, February 23, 2011, workers in the tens of thousands, passionate in their solidarity and desperate to protect their future, entered into the ninth day of protests in the state capital of Madison. Assembly Democrats filibustered for sixty hours, adding amendments and offering lengthy discourse on the measure, in an effort to stall the vote on the bill. Republicans in Wisconsin control the General Assembly, the State Senate, and the Executive Office. On Thursday, February 24, 2011, the Wisconsin State Assembly passed the measure. In an effort to stall the vote on the Senate floor, all 14 Democrats have left the state.

“This is not a game! We're dealing with people's lives! This isn't funny!”

— REPRESENTATIVE ANDY JORGENSEN (D-WI)

Governor Walker has included provisions in his proposed budget that would limit the collective bargaining power of public sector workers to issues only pertaining to salary. In addition to giving up bargaining rights, the bill also requires workers to contribute more of their pay to health insurance and retirement plans. Governor Walker says that

these measures are necessary to close a \$3.6 billion deficit in the FY2011-2013 budget. Limiting workers' rights doesn't help balance the budget; it fuels a right-wing agenda to abolish the laborer/union relationship. Furthermore, Wisconsin's public sector unions have offered a white flag on the subject of financial concessions; they realize that in these tough financial times everyone has to give a little; however, they refuse to budge on the topic of collective bargaining rights. If Wisconsin Republicans really have no agenda to slash workers' rights while inflating corporate bank accounts like they say they don't, they would accept the financial compromise of the unions and this fight would be over. ■



- Vice President Biden Announces Six-Year Plan to Build National High-Speed Rail Network
- Congressman Mica Looks to Privatize Amtrak
- Rahall: Republicans Cashing Out Investments in America's Future Won't Retire Debts of the Past
- Newly-Elected Incumbents Declare War on Labor

High-Speed Rail Network

Plan Lays Out Vision for Long-Term Infrastructure Investments Needed to Win the Future

Vice President Joe Biden, announced on February 8, 2011, a comprehensive plan that will help the nation reach President Obama's goal of giving 80 percent of Americans access to high-speed rail within 25 years, as outlined in his State of the Union Address. The proposal will place high-speed rail on equal footing with other surface transportation pro-

grams and revitalize America's domestic rail manufacturing industry by dedicating \$53 billion over six years to continue construction of a national high-speed and intercity passenger rail network. As part of

President Obama's commitment to winning the future by rebuilding America's roadways, railways, and runways, the plan will lay a new foundation for the nation's economic opportunity, job creation, and competitiveness.

Vice President Biden made the announcement with Transportation Secretary Ray LaHood during a visit to Philadelphia's historic 30th Street Station, where passengers traveling from Pittsburgh and Harrisburg on Amtrak's Keystone Corridor connect to high-speed Acela service to Boston, New York City, and Washington, D.C. Since track improvements raised speeds between Harrisburg and Philadelphia to 110 mph in 2006, the Keystone Corridor has seen rail ridership rise by 57 percent. In fact, more passengers now travel from Harrisburg to Philadelphia — and from Philadelphia to New York City and Washington D.C. — by rail than by plane.

"As President Obama said in his State of the Union [Address], there are key places where we cannot afford to sacrifice as a nation — one of which is infrastructure," said Vice President Biden. "As a long time Amtrak rider and advocate, I understand the need to invest in a modern rail system that will help connect communities, reduce congestion, and create quality, skilled manufactur-

ing jobs that cannot be outsourced. This plan will help us to do that, while also increasing access to convenient high speed rail for more Americans."

As the first step in this comprehensive, six-year plan, the President's budget for the coming fiscal year would invest \$8 billion in expanding Americans' access to high-speed passenger rail service. In order to achieve a truly national system, these investments will focus on developing or improving three types of interconnected corridors:

Privatizing Amtrak, ultimately for Signalmen, means the elimination of union jobs on the rail line.

- **Core Express:** These corridors will form the backbone of the national high-speed rail system, with electrified trains traveling on dedicated tracks at speeds of 125-250 mph or higher.
- **Regional:** Crucial regional corridors with train speeds of 90-125 mph will see increases in trips and reductions in travel times, laying the foundation for future high-speed service.
- **Emerging:** Trains traveling at up to 90 mph will provide travelers in emerging rail corridors with access to the larger national high-speed and intercity passenger rail network.

This system will allow the Department of Transportation — in partnership with states, freight rail, and private companies — to identify corridors for the construction of world-class high-speed rail, while raising speeds on existing rail lines and providing crucial planning and resources to communities who want to join the national high-speed rail network. With rail ridership reaching all-time highs in many areas of the country during 2010, these investments will ensure that more Americans have the option of taking a train to reach their destination.

This long term commitment builds on the \$10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system — including \$8 billion of Recovery Act funds and \$2.5 billion from the 2010 budget. These investments are already paying

economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60-room hotel, and a 21st century health clinic. Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations. They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports, and they will reduce our reliance on oil as well as our carbon emissions.

By clarifying the long-term federal role in passenger rail, this six-year program will provide states and cities with the certainty they need to make long-term transportation plans for their communities. It will provide businesses the confidence they need to hire American workers. Strong Buy American requirements will create tens of thousands of middle-class jobs in construction, manufacturing, and rail operations, and the proposal will open the door to new public-private partnerships, and attract significant private investment in developing and operating passenger rail corridors.

Privatization of Amtrak

House Transportation Committee Chairman John L. Mica (R-FL) took Amtrak to task in a field hearing January 27, 2011, in New York City, saying the passenger rail agency "will never be capable of running a true high-speed service in the congested Northeast Corridor." Taking testimony in New York's Grand Central Station, Mica said, "This 437-mile stretch of incredibly valuable real estate is an example of the government wasting federal assets . . . only by pulling in private investment could high-speed rail service be truly realized in an area that links the major cities of Northeast Atlantic Coast."

Congressman Mica wants the rail transportation system the government is developing to be self-supporting. It could mean he will oppose future spending on loss-producing Amtrak corridors (including the politically popular long-distance routes) and perhaps also any new intercity rail line that cannot guarantee major profits. This, again, will pose problems for those who hope for a national rail program that would service semi-urban

and rural areas that simply do not have the demand to support such lines. Privatizing Amtrak, ultimately for Signalmen, means the elimination of union jobs on the rail line. Eliminating federal support would force Amtrak into bankruptcy and cause it to close down operations. President Bush's budgets for FY2006 and FY2007 also proposed ending federal support of Amtrak, the only U.S. national passenger rail service. In FY2005, the federal subsidy to Amtrak was \$1.2 billion, which is what Bush spent in six days in Iraq.

Republicans Cashing Out Investments in America's Future

House Transportation and Infrastructure Committee Ranking Member Nick J. Rahall (D-WV) slammed the House Republican Leadership's spending bill for the remainder of FY2011, H.R.1, Full-Year Continuing Appropriations Act, 2011, sponsored by Kentucky Republican, Hal Rogers. It proposes draconian and dangerous cuts to programs that keep America's economy moving forward. The House began debate on this measure Tuesday, February 15, 2011.

"There is absolutely no doubt we need to tighten our budgetary belt, but swinging a meat ax willy nilly at transportation funding will cut the job-creating muscle of the budget right down to the bone when we should be focusing on the fat," said Rahall. "Every single federal dollar spent should undergo strict scrutiny and while it may appear penny-wise to slash funding straight across the board, it is pound-foolish to jeopardize America's long-term economic recovery by hamstringing investments that create jobs, grow our economy, and foster private-sector growth."

The Republican spending bill proposes to slash more than \$13 billion from transportation and infrastructure investments. The bill would cut the heart out of critical programs that increase efficiency of commerce, reduce fuel consumption, create jobs, and bolster our Nation's economic recovery.

"Budgets are about priorities — while Republicans want to rollback investments that move America forward, the President today unveiled a budget that forces Washington to live within its means so we can continue to invest in America's future," said Rahall. "Plain and simple, transportation investments put Americans back to work — creating jobs for today and jobs for the future."

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Website Redesign is a Lifesaver



Operation Lifesaver Inc., the national, non-profit rail safety education group, today unveiled its redesigned website (www.oli.org) to reach new audiences and further its mission of preventing tragic deaths and injuries around train tracks. The dynamic site design uses videos, photographs, and stories of real families to ensure that visitors come away with a safety message.

“We want to attract audiences of all ages with compelling videos and real stories of people who have been affected by train-related incidents,” noted Operation Lifesaver President Helen Sramek. “Our goal is to communicate the critical importance of safe behavior around tracks. Getting these messages across really is a matter of life and death.”

NewCity of Blacksburg, Virginia, designed the site. (www.insidenewcity.com) “The design incorporates our vision for a website that makes an immediate impression on first-time visitors while improving navigation for

our existing audiences,” noted Sramek. “The NewCity team succeeded in transforming the look of Operation Lifesaver’s website while incorporating the latest video and social media tools.”

New features on the website include — Rotating scenarios on the home page illustrating the statistic that about every three hours in the U.S., a vehicle, or person is hit by a train; a new “impact” section with real stories from people whose lives have forever been changed by vehicle- or pedestrian-train incidents; a new “videos” section that allows visitors to view and share Operation Lifesaver’s newest public service announcements; and excerpts from safety and training videos.

The site features simplified navigation through six main categories, and “quick links” to popular pages from the home page. Major funding for the redesign comes from a Federal Railroad Administration grant. “We are grateful to our safety partners at the Federal Railroad Administration and the U.S. Department of Transportation for making this redesign possible,” Sramek concluded. ■

Operation Lifesaver, Inc. is a national, non-profit safety education group whose goal is to eliminate deaths and injuries at railroad crossings and along railroad rights of way.

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The Republican spending proposal would gut key investments in roads and bridges that are critical for businesses to grow and to create good-paying jobs in the United States. Republicans are proposing to rescind \$2.5 billion for high-speed rail projects that have already been awarded; give pink slips to 25,000 new construction jobs and cancel 76 projects in 40 states; and throw \$234 million on the chopping [block] that would be used to improve our Nation’s air traffic control system. The Republican proposal would also slice funding for wastewater treatment facilities and sewer lines by two-thirds, jeopardizing nearly 40,000 American jobs. Of those jobs projected to be cut as a result from House bill H.R.1, the five hardest hit states are: New York losing 4,279 jobs; California losing 2,772 jobs; Ohio losing 2,182 jobs; Illinois losing 1,753 jobs; and Michigan losing 1,667 jobs.

Newly-Elected Incumbents Declare War on Labor

2011 may be a new year, but Republicans are using the same tactics on working families and their unions as Newt Gingrich did in 1994. State legislatures and new governors are proposing anti-worker legislation. Right-to-Work bills are being filed in Indiana, Maine, Michigan, Missouri, Minnesota, New Hampshire, and West Virginia. Right-to-Work laws are statutes enforced in 22 U.S. states, mostly in the southern or western U.S., allowed under provisions of the Taft-Hartley Act, which prohibits agreements between labor unions and employers making membership or payment of union dues or fees a condition of employment, either before or after hiring. ■

Early Retirement Plan Increases Maximum

The lifetime maximum benefit for each individual covered under The Railroad Employees National Early Retirement Major Medical Benefit Plan (UnitedHealthcare's Policy GA-46000) is adjusted each year based on the medical cost component of the Consumer Price Index. As of January 1, 2011, this maximum will increase from \$118,900 to \$126,200. The

\$7,300 in additional benefits payable applies to expenses incurred on or after January 1, 2011.

An important consideration for individuals thinking about retirement is health coverage after retirement. The information below summarizes the eligibility requirements under the National Early Retirement Major Medical Benefit Plan. ■

Eligibility Rules

For Age Annuitants:

- You apply for a 60/30 annuity for which you are eligible:
- on or after the date you reach age 60, or
- anytime during the three months before your 60th birthday, provided you continue working into the month before the month in which you turn age 60.

On the day before you apply for your annuity, you must be covered (other than under COBRA) under The Railroad Employees National Health and Welfare Plan.

For Disability Annuitants:

- You have a current connection with the railroad industry.
- You have applied for a disability annuity to which you are entitled.
- You are covered under The Railroad Employees National Health and Welfare Plan (other than by COBRA) on the day before the latest of the following dates:
 - the date you reach age 60,
 - the date you became disabled, or
 - the date your railroad service equals 30 years.

If you retire and are eligible for GA-46000, you can also purchase supplemental coverage under GA-23111, Plan E. Generally, Plan E pays 70% of the expenses not paid under GA-46000 and has a lifetime maximum of \$500,000.

Enrollment Is Necessary

When you retire, your railroad will not report you to UnitedHealthcare as a retiree eligible for GA-46000. You must enroll yourself and your family with UnitedHealthcare. You can do this in two ways:

- You can purchase GA-23111, Plan E supplemental coverage. Your eligibility for GA-46000 will be verified when your enrollment for that coverage is processed. ID cards for both GA-46000 and GA-23111 will be sent to you. A booklet explaining the Plan E benefits and an Enrollment form can be obtained by calling UnitedHealthcare.
- You can complete and return the "Retiree and Dependent Information" form found in the center of the GA-46000 employee booklet. Your eligibility will be verified and a GA-46000 ID card will be sent to you. You can obtain a GA-46000 booklet from your employer or union representative.

If you have any questions
about your eligibility for
GA-46000
or the benefits provided
under the Plan,
Call UnitedHealthcare at
1-800-842-5252

Legislation Reduces Payroll Taxes and Extends Unemployment Benefits for Rail Workers

The Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010, recently passed by the Congress and signed into law by President Obama on December 17, 2010, affects current railroad workers in two key ways. Specifically, the law provides a one-year reduction in employee payroll taxes and provides more extended unemployment benefits for railroad employees.

Payroll Tax Cut

The Act provides a reduction of two-percentage points in social security payroll taxes paid by employees. Railroad retirement benefits are divided into two tiers, with tier I being equivalent to social security benefits.

As a result, the tier I tax rate on railroad employees will drop from 6.2 percent to 4.2 percent during 2011. Employees will continue to pay a 1.45 percent tax for Medicare hospital insurance, for a total tier I payroll tax rate of 5.65 percent. The maximum amount of earnings subject to the new rate of 4.2 percent remains at \$106,800, although there is no maximum on earnings subject to the Medicare rate. The employer tier I tax rate remains 7.65 percent.

For a railroad employee making \$70,000 a year, the payroll tax reduction provides \$1,400 in savings, while someone making the maximum taxable amount of \$106,800 would have savings of \$2,136. On an industry-wide basis, this reduction should provide more than \$300 million in tax savings to about 250,000 railroad employees.

The Act also provides for the transfer of money from the general fund to the Social Security Equivalent Benefit Account, one of the trust funds from which the Railroad Retirement Board (RRB) pays benefits, in an amount equal to the revenue lost due to the reduced payroll tax rate.



Extended Unemployment Benefits

Under previous law, railroad workers with less than 10 years of service were eligible for up to 65 days of extended unemployment benefits, while workers with 10 or more years of service could receive up to 130 days of extended benefits. To qualify for these benefits, the employee had to claim regular unemployment benefits between July 1, 2008, and June 30, 2010. In addition, the latest date that an extended benefit period could begin was December 31, 2010.

The December 2010 law provides a one-year extension, offering extended benefits to anyone who claims regular unemployment benefits through June 30, 2011, and exhausts rights to regular benefits. The new law also extends the cut-off date for beginning extended benefits to December 31, 2011.

On an industry-wide basis, this reduction should provide more than \$300 million in tax savings to about 250,000 railroad employees.

As a result, unemployed workers with less than 10 years of service are eligible for up to 65 days of extended benefits within seven consecutive two-week registration periods. Those with 10 or more years of service can receive up to 130 days within 13

consecutive two-week registration periods.

The RRB will notify individuals of their rights to extended benefits as they become eligible and also provide any applicable claim forms. Employees may file these claims securely online at the agency's website, www.rrb.gov, or mail them to the RRB office serving their area. ■

Railroad workers can get more information about the law or find the RRB office serving their area by calling the agency's toll-free telephone number at

1-877-772-5772

NALC National Stamp Out Hunger Food Drive

With skyrocketing unemployment, the National Association of Letter Carriers (NALC) National Food Drive comes at a critical time.

On May 14, 2011, letter carriers in more than 10,000 cities and towns across America will deliver much more than mail when they walk and drive along their postal routes. They also will collect the goodness and compassion of their postal customers participating in the annual National Association of Letter Carriers (NALC) National Food Drive — the largest one-day food drive in the nation.

Letter carriers represented by the National Association of Letter Carriers (AFL-CIO), with the help of rural letter carriers, other postal employees, and numerous other volunteers, will collect non-perishable food donations left by mailboxes and in post offices, and deliver them to local community food banks, pantries, and shelters. Nearly 1,500

local NALC branches in all 50 states, the District of Columbia, Puerto Rico, Guam, and the Virgin Islands are involved in the drive. The drive also relies on the backing of local United Ways throughout America, the nation's food bank network, and the AFL-CIO Community Services network.

The NALC National Food Drive is the outgrowth of a tradition of community service exhibited repeatedly by members of the letter carriers union over the years. These carriers, who go into neighborhoods in every town six days a week, have always been involved when something needed to be done, whether it be collecting funds for a charity like the Muscular Dystrophy Association, watching over the elderly through the Carrier Alert program, assisting the American Red Cross during time of disaster, or rescuing victims of fires, crime, and other mishaps.

For many years, a number of branches had collected food for the needy as part of their community ser-

vice effort. Discussions were held by the NALC, U.S. Postal Service, and AFL-CIO Community Services Department to explore a coordinated effort. A pilot drive was held in 10 cities in October 1991, and it proved so successful that work began immediately on making it a nationwide effort.



Input from food banks and pantries suggested that late spring would be the best time since by then most food banks in the country start running out of donations received during the Thanksgiving and Christmas holiday periods.

A revamped drive was organized for May 15, 1993, — the second Saturday in May — with a goal of having at least one NALC branch in each of the 50 states participating. The result was astounding. More than 11 million pounds of food was collected — a one-

day record in the United States — involving more than 220 union branches. From Alaska to Florida and Maine to Hawaii, letter carriers did double duty — delivering mail and picking up donations.

Last year, Americans donated a record 77.1 million pounds of non-perishable food to help “Stamp Out Hunger” in their communities. In 2011, even more is needed as new data shows that more than 49 million Americans face insecurity in providing food for their families. ■

The 2011 NALC National Stamp Out Hunger Food Drive is May 14 — the second Saturday in May. Since it began in 1992, the drive has been held on the second Saturday in May, which often places it on the day before Mother's Day — but not always. Some calendars for 2011 were printed listing an incorrect date, on the assumption that the drive takes place on the day before Mother's Day. So please, mark your calendars now for the correct date!



Private Rail Pensions, 401(k) Plan Payments May Reduce Supplemental Annuities

Railroad retirement beneficiaries are reminded that receipt of a private railroad pension or a distribution from an employer-sponsored 401(k) plan may reduce the amount of a supplemental annuity payable by the Railroad Retirement Board. The following questions and answers provide information on this subject.

1 What are the eligibility requirements for a supplemental annuity?

Individuals receiving a railroad retirement age and service or disability annuity can be paid a monthly supplemental annuity at age 60 if the employee has at least 30 years of creditable railroad service, or at age 65 with at least 25 years of service. A current connection with the railroad industry is required, as is at least one month of rail service before October 1981. The maximum monthly supplemental annuity rate is \$43.

2 What effect does the receipt of a private railroad pension have on the payment of a supplemental annuity?

If a retired employee also receives a private pension funded entirely or in part by a railroad employer, the supplemental annuity is permanently reduced by the amount of the monthly pension benefit that is based on the railroad employer's contributions. However, if the employer reduces the pension for the employee's entitlement to a supplemental annuity, the amount by which the pension is reduced is restored to the supplemental annuity (but does not raise it over the \$43 maximum). There is no reduction for a pension paid by a railroad labor organization.

3 What if an employee elects to receive the pension in a lump-sum instead of as a monthly benefit?

If a retired employee elects to receive his or her pension in a lump-sum payment, instead of as a monthly

benefit, the supplemental annuity is reduced the same as it would be if the employee was receiving the monthly benefit. If the lump sum is paid in installments, the installment payments are not considered monthly benefit payments.

4 What effect does the receipt of a 401(k) plan distribution have on the payment of a supplemental annuity?

The supplemental annuity is reduced dollar-for-dollar by the amount of an employee's 401(k) distribution that is attributable to the railroad employer's contributions, which is the total of the employer's actual contributions plus or minus the earnings or losses on those contributions.

If the only payment option under a 401(k) plan is a lump-sum distribution, whether in the form of cash, stock, a rollover to an Individual Retirement Account (IRA) or any combination of the three, the supplemental annuity is withheld until the amount of the distribution attributable to the employer's contributions is recovered. For example, if an individual receives a \$100,000 distribution and \$15,050 of that amount is attributable to the employer's contributions, the supplemental annuity would be withheld for 350 months (\$15,050 divided by the monthly supplemental annuity rate of \$43).

If a monthly benefit is payable or an option under a 401(k) plan, the supplemental annuity is permanently reduced by the amount of the monthly benefit attributable to the employer's contributions. This is true no matter how the employee actually elects to receive the distribution of the plan.

5 Why is a rollover to an IRA considered a distribution?

Any funds withdrawn from an employer-sponsored 401(k) plan are considered a distribution. Although an employee usually does not actually receive the funds when they are rolled over to an IRA, the funds still must be withdrawn from the 401(k) account before being deposited into the IRA. This is true even if the IRA is with the same firm the employer contracted to administer its 401(k) plan.

6 What about 401(k) plans that do not require employer contributions?

A distribution from a 401(k) plan under which the railroad employer is not obligated to make contributions will not cause a reduction in the supplemental annuity. A distribution from a 401(k) plan sponsored by a railroad labor organization also will not cause a reduction in the supplemental annuity. ■

AFL-CIO NATIONAL BOYCOTTS JAN-FEB 2011



HOSPITALITY, TRANSPORTATION & TRAVEL

ANCHORAGE, AK: Hilton; Sheraton

ARLINGTON, VA: Hilton, Crystal City; Sheraton
Crystal City

BALTIMORE: Sheraton

BOSTON: Hyatt Harborside Logan; Hyatt Regency

CAMBRIDGE: Hyatt Grand

CHICAGO: Congress Plaza; Hyatt Regency
Chicago; Hyatt Regency O'Hare; Hyatt, Park Hyatt;
Westin Chicago Northwest; Wyndham Suites

INDIANAPOLIS: Hyatt Regency

IRVINE, CA: Embassy Suites Irvine

LONG BEACH, CA: Hilton Long Beach; Hyatt
Regency Long Beach

LOS ANGELES: Wilshire Plaza

SACRAMENTO: Hilton Sacramento Arden West

SAN DIEGO: Hyatt Manchester Grand; Westin
Emerald Plaza

SAN FRANCISCO: Hilton O'Farrell; Hyatt Regen-
cy Embarcadero; Hyatt, Fisherman's Wharf; Hyatt,
Grand Stockton; Le Meridien; Palace Hotel; W Hotel
of SF; Westin St. Francis

WASHINGTON, D.C.: Westin City Center

► *UNITE HERE*

WAIKIKI, HAWAII: Pacific Beach Hotel, Manage-
ment: HTH

► *International Longshore & Warehouse Union
(ILWU)*

ENTERTAINMENT & RECREATION

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► *Communications Workers of America*

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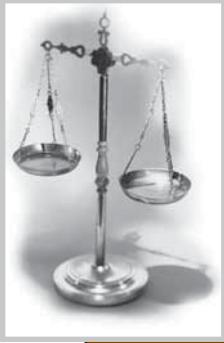
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BRS DESIGNATED COUNSEL



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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mkleeman@kleemanlawfirm.com

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RRB Nationwide Toll-Free Number

The U.S. Railroad Retirement Board (RRB) is reminding its customers about the benefits of using its nationwide toll-free telephone number to obtain a wide variety of information and services. Since the number, 1-877-772-5772, was first available in late 2008, it has handled almost 2.5 million calls from railroad employees, retirees, and their family members.

One of the main benefits is that the number allows individuals to contact the RRB field office which services their area by dialing a single toll-free number from anywhere in the country. The system can also route calls to nearby offices during emergency situations and peak workload periods.

In addition, the number offers options for self-service through automated menus, such as obtaining written confirmation of benefit amounts, duplicate tax statements and replacement Medicare cards.

The toll-free number was phased in starting in November 2008, with all 53 of the agency's field offices covered by the new system in February 2009.

This system replaced a previous toll-free number, called the "RRB Help Line," that had been established in 1996.

The previous toll-free number had a more limited range of services available through a series of automated menus and prompts and did not allow a person to connect with a RRB representative.

Shortly after the new 1-877-772-5772 number became available, the RRB started playing a recording on the older "Help Line" directing callers to the new number. This message ran for a year, and the old number was then discontinued.

Since then, the RRB has replaced references to the old number, which had the traditional "800" toll-free prefix, in its publications and on its website. However, it has come to the agency's attention, that some customers may have outdated publications that still contain references to the

old number.

In most instances, callers dialing the old number will simply receive a recorded message that the number is not available or has been disconnected. However, it is possible in some areas that the old number has been reassigned to another entity. Anyone wishing to obtain assistance from the RRB should only call the new toll-free number of 1-877-772-5772. ■



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Local 688 and 717," reports Lynda McLaughlin, union relations manager for the company.

Also, Union Boot Pro is featured on the Union Label Website, with a link on the AFL-CIO website and on the Union Sportsmen's Alliance deals and discounts page. ■

BENEFITS DIRECTORY



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

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

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

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

UnitedHealthcare

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

Aetna Managed Care

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

Highmark Blue Cross Blue Shield

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

Life Insurance Claim

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

Vision Service Plan

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

Mental Health and Substance Abuse Benefits

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

Supplemental Sickness Benefits Under Group Policy No. R-5000

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

Dental Benefits under Group Policy No. GP-12000

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

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Railroad Retirement Board

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

OBITUARIES

FRANCIS J. BAZANKA—retired member of **LOCAL 102**. Brother Bazanka retired in 1982 after 41 years of service with Amtrak. Brother Bazanka was a Signalman at Morrisville, Pennsylvania, at the time of his retirement.

D.D. "DON" BLANKENSHIP—retired member of **LOCAL 33**. Brother Blankenship retired in 1987 after 39 years of service with Santa Fe Railroad. Brother Blankenship was a Signal Shop Signalman at Topeka, Kansas, at the time of his retirement. Brother Blankenship is a U.S. Army Veteran who served in the Korean War from 1953-1955.

JERRY E. BOLTE—active member of **LOCAL 157**. Brother Bolte had ten years of railroad experience and service with Union Pacific Railroad. Brother Bolte was assigned to the UP Electronic Technician Gang headquartered at Herington, Kansas, at the time of his passing. Brother Bolte also served as Second Vice President and is a U.S. Army Veteran.

DONALD J. COLAIZZI—retired member of **LOCAL 40**. Brother Colaizzi retired in 2009 after 33 years of service with Norfolk Southern Railroad. Brother Colaizzi was a Signal Foreman at Pittsburgh, Pennsylvania, at the time of his retirement.

JAMES D. CREWS, SR.—active member of **LOCAL 16**. Brother Crews had 32 years of service with CSX Transportation. Brother Crews was employed as a Signalman at Lakeland, Florida, at the time of his passing.

MARION R. EFAW, JR.—retired member of **LOCAL 31**. Brother Efaw retired in 2007 after 17 years of service with CSX Transportation. Brother Efaw was a Signal Maintainer at Confluence, Pennsylvania, at the time of his retirement. Brother Efaw also served as Local Trustee.

ROLLO A. ERDMAN—retired member of **LOCAL 154**. Brother Erdman retired in 1993 after 37 years of service with Great Northern, and Burlington Northern Railroads. Brother Erdman was a Signal Inspector at Minneapolis, Minnesota, at the time of his retirement. Brother Erdman is a U.S. Army Veteran who served in the Korean War.

JAMES B. FERRES—retired member of **LOCAL 38**. Brother Ferres retired in 1980 after 32 years of service with Pennsylvania, and Penn Central Railroads, and Conrail. Brother Ferres was employed as an Electronic Technician at Columbus, Ohio, at the time of his retirement. Brother Ferres also served as Recording-Financial Secretary and Local Chairman.

CLIFFORD A. GREWELL—active member of **LOCAL 237**. Brother Grewell had 11 years of service with Wheeling & Lake Erie Railroad. Brother Grewell was employed as a Locomotive Repair Technician at Brewster, Ohio, at the time of his passing. Brother Grewell also served as Second Vice President.

ROBERT K. HESS—retired member of **LOCAL 52**. Brother Hess retired in 1978 after 32 years of service with New York Central Railroad, and Conrail. Brother Hess was a Signal Foreman at Chicago, Illinois, at the time of his retirement.

IRWIN F. KLUENDER—retired member of **LOCAL 81**. Brother Kluender retired in 1979 after 30 years of service with Illinois Central Gulf Railroad. Brother Kluender was a Signalman at Chicago, Illinois, at the time of his retirement.

JAMES J. MOLENDIA—retired member of **LOCAL 87**. Brother Molenda retired in 1988 after 45 years of service with Burlington Northern Railroad. Brother Molenda was a CTC Maintainer at Helena, Montana, at the time of his retirement.

KENNETH E. MOORE—retired member of **LOCAL 179**. Brother Moore retired in 1993 after 39 years of service with Southern Pacific Railroad. Brother Moore was a Lead Signalman in the Signal Shop at Sacramento, California, at the time of his retirement.

CHARLES B. ORRELL—retired member of **LOCAL 41**. Brother Orrell retired in 1990 after 39 years of service with Conrail. Brother Orrell was a Test Maintainer at Rose Lake, Illinois, at the time of his retirement.

TIMOTHY E. PAINTER—active member of **LOCAL 31**. Brother Painter had 15 years of service with CSX Transportation. Brother Painter was employed as a Signal Maintainer at Frederick, Maryland, at the time of his passing.

DOUGLAS G. PURCELL—retired member of **LOCAL 16**. Brother Purcell retired in 2006 after 34 years of service with CSX Transportation. Brother Purcell was a Signalman at Waycross, Georgia, at the time of his retirement.

WILBERT F. RICHTER—retired member of **LOCAL 141**. Brother Richter retired in 1977 after 38 years of service with Chicago, Rock Island & Pacific, and Fort Worth & Denver Railroads. Brother Richter was a Signal Maintainer at Jewett, Texas, at the time of his retirement.

GARY D. TIMMERMAN—retired member of **LOCAL 194**. Brother Timmerman retired in 1995 after 28 years of service with The Belt Railway Company of Chicago. Brother Timmerman was a Hump Signal Technician for the Clearing Yard at Chicago, Illinois, at the time of his retirement. Brother Timmerman also served as General Chairman and is a U.S. Navy Veteran.

GLEN L. TONG—retired member of **LOCAL 228**. Brother Tong retired in 1988 after 45 years of service with Norfolk & Western Railroad. Brother Tong was a Signal Maintainer at Carey, Ohio, at the time of his retirement.

JAMES L. TURNER—retired member of **LOCAL 33**. Brother Turner retired in 1991 after 44 years of service with Santa Fe Railroad. Brother Turner was a Signal Maintainer at Ottawa, Kansas, at the time of his retirement.

PETER O. WICZEK—retired member of **LOCAL 154**. Brother Wiczek retired in 1986 after 35 years of service with Northern Pacific, and Burlington Northern Railroads. Brother Wiczek was a CTC Maintainer at Superior, Wisconsin, at the time of his retirement. Brother Wiczek also served as Local Recording-Financial Secretary and Local Chairman. Brother Wiczek is also a U.S. Army Veteran.

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

What to do if Your Vehicle Stalls or Hangs Up on the Tracks

1. GET OUT IMMEDIATELY!

Evacuate your vehicle. (Trains traveling at 60 mph may take a mile or more to stop.)

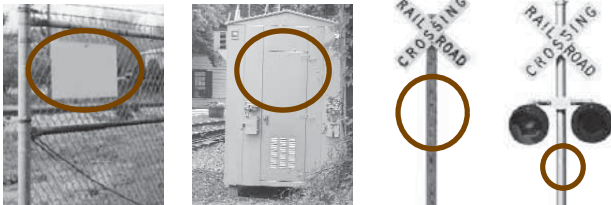
2. MOVE AWAY.

Walk **toward the oncoming train, and away from the tracks** at a 45-degree angle. (If your vehicle is hit, debris will spread out from the tracks in the same direction the train is moving.)

3. LOCATE THE EMERGENCY PHONE NUMBER.

When you are safely away from the tracks, find the railroad's emergency phone number and the DOT crossing identification number posted near the crossing. (See sample locations below.)

TO REPORT STALLED VEHICLE ON TRACKS OR OTHER EMERGENCY CALL 1-800-555-5555 AND REFER TO CROSSING #123-456A ON MAIN STREET



Railroad Identification, Emergency Phone Numbers and DOT Number Locations

4. CALL FOR HELP!

Call the railroad's emergency phone number, the local police, or 911. **Tell them a vehicle is on the tracks.** Provide the location, crossing DOT number (if posted), and the name of the railroad or highway that crosses the tracks.

RAILROADS' EMERGENCY PHONE NUMBERS

- Amtrak:..... 800-331-0008
- BNSF:..... 800-832-5452
- CSX:..... 800-232-0144
- Canadian National:..... 800-465-9239
- Canadian Pacific:..... 800-716-9132
- Kansas City Southern:..... 877-527-9464
- Norfolk Southern:..... 800-453-2530
- Union Pacific:..... 888-877-7267

Call the local police or 911 if you can not locate the railroad emergency phone number at the site.

*Rail Safety Educational Material Provided by
Operation Lifesaver, Inc. — www.oli.org*

Rail Grade Crossing and Railroad Trespassing Incidents

U.S. Transportation Secretary Ray LaHood announced guidance for further reducing highway-rail grade crossing and railroad trespassing incidents. The guidance to railroads and state and local governments is also aimed at keeping pedestrians safe near train stations.

“Safety is our number one priority, and we are committed to protecting lives in these situations where danger is easily avoided,” said Secretary LaHood. “Reducing risks at grade crossings and train stations, as well as keeping trespassers off the tracks, will save lives.”

The guidance documents from the Federal Railroad Administration (FRA) are required by the Rail Safety Improvement Act of 2008. Strategies to reduce violations at highway-rail grade crossings include working with Operation Lifesaver, Inc. (OLI) on expanded community outreach, additional law enforcement action, and installation of warning devices.

Prevention strategies also include expanded educational outreach through OLI and the development of community action plans in concert with greater law enforcement action. The FRA recommends additional signs to keep trespassers off tracks and the use of technologies such as motion sensors and video cameras.

Recommendations for railroad station safety include providing audible and visual warnings of approaching trains, station and platform structural improvements, and where feasible, fences to prohibit access to railroad tracks.

“Trespassing, intentional violation of warning devices at highway-rail grade crossings, and pedestrian safety need to be better addressed, and our guidance provides the means to achieve greater safety,” said Federal Railroad Administrator Joseph C. Szabo. “These types of incidents are preventable, and lives can be saved through these strategies.” ■

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:

40 YEARS OF SERVICE

DE Quada	10
JS Hawkins	20
TR Moots	20
M Breen	60
PP Atwood	72
MF Branz	72
RJ McLeod	84
RA Guilford	94
MP Gotthardt	99
MR Robinson	99
ME McDonald	129
FC Babbs	161
L Taylor, Jr.	161
KR Lauderdale	172

35 YEARS OF SERVICE

MG Woodard	1
CA Fresca	2
RA Roberts	2
MR Ninneman	8
WA MacDonald	19
DL Jackson	20
AK Seeger	20
DA Steinbach	20
LG Trussell	33
JD Colicchio	35
RJ Roberts	39
WC Dyke	40
DR Wineinger	41
DR Stephens	49
DE Pawlowski	58
ER Barboza	62
AR Anderson	72
EW Brown	72
MQ Ives	72

35 YEARS OF SERVICE

RW Ruple	72
DL Bailey	77
JR Vaught	77
PC Ernst	80
J Garza	99
DM Sams	110
JL Christopherson	111
KW Young	119
BR Humphries	121
DM Love	123
WF Crookshanks	129
CD Bergvall	133
G Anzaldua	141
TA Hoppe	141
KL Lane	141
GM Jones	183
WA Johnson	185
JO Autin, Jr.	206
KE Fondal	206
GP Miner, Jr.	206
CD Ballard	208
DA Fraser	232
DR Free	234

30 YEARS OF SERVICE

MA Stecki	8
G Hallberg	9
JR Gonzales	16
M Jackson, Jr.	16
C Roberts, Jr.	16
CB Sutton, Jr.	16
JR Flores	19
DM Foral	24
CL Wimmer	24
SJ Golden	31
JH Luther	40
W Armstrong	49
JM LaClair	56
KT Abner	65
KE Derossett	72
GR Moody	72
RE Rutledge	72
MJ Skelton	80
KL Dilbeck	94
JW Fisher	99
FJ Chesner	119
KE Fraley	136
JG Melton	141
A Brashler	183
JK Powell	185
EG Curington	188
AG Flores, Jr.	206
SE Hoover	206

30 YEARS OF SERVICE

JD Buchanan	228
RC Anderson	229

25 YEARS OF SERVICE

MT Van Becelaere	8
EF Fernandez	16
T Garcia	18
L Ratzlaff	33
ML Markus	35
BW Bear	49
DL Lanham	56
PA Marsala	56
J McIntosh	56
DD Dalgarn	72
TM Cox	77
DC Nelson	77
DL Roach	77
RE Smith	77
JM Trudgeon	77
A Combs	94
JC Havlik	129
SA Stanbery	130
TR Zetterstrom	138
CD Dardenne	141
RK Nelson	161
KD Richardson	215
GL Yarborough	229



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K2 and Spice: The New Synthetic Marijuana?

continued from page 7

There is no information on the long term effects of using these products.



Are These Products Detectable in Normal Drug Tests?

Since these products do not contain marijuana, and also do not contain any compounds found in the marijuana plant, they are not detectable in normal drug tests. Several laboratories currently offer specialty analyses for some of the specific synthetics, such as the JWH-018 cannabinoid, but testing is not common at this time and relatively expensive. A single test to detect all of the various synthetic cannabinoids is never going to be likely.



Are There State and Federal Initiatives to Control These Products?

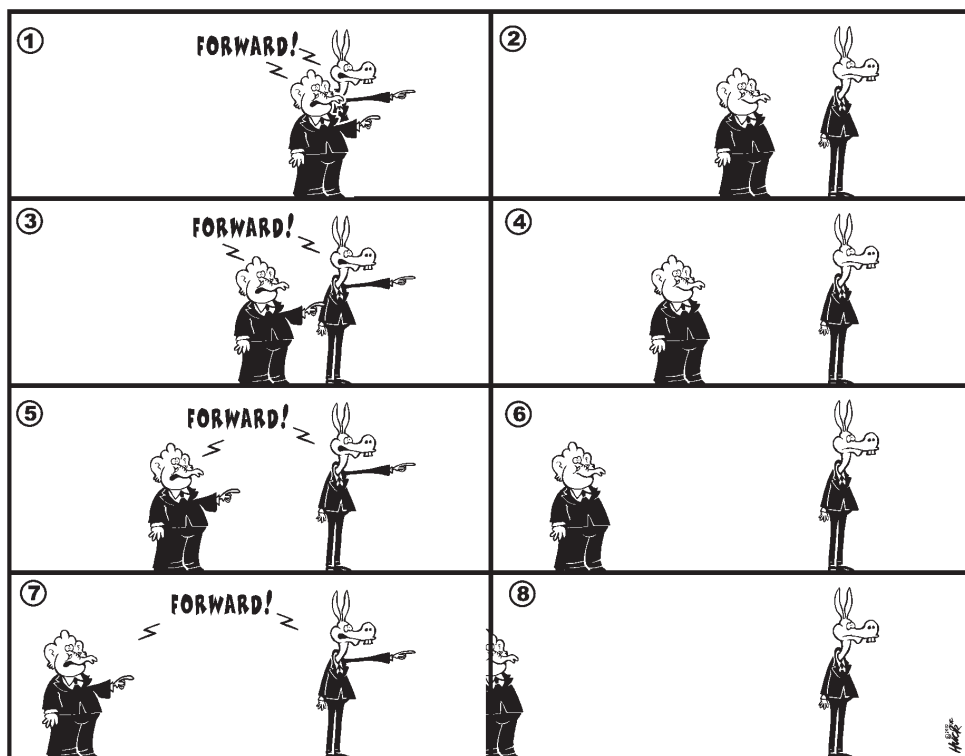
As of the date of this report (October 2010), a number of states have either banned or criminalized their possession and/or use. States with bans include Alabama, Arkansas, Georgia, Hawaii, Iowa, Illinois, Kansas, Kentucky, Louisiana, Mississippi, Missouri, North Dakota, and Tennessee. A number of other states have legislation pending.

Federal response to these products has not been as rapid. Only one of the synthetics, the HU-210 cannabinoid, has so far been categorized as a Schedule I Drug under the Federal Controlled Substances Act (CSA). The CSA focuses on compounds that have the potential for abuse and dependence in humans. Schedule I means that a

compound is illegal to manufacture, distribute, dispense, or possess under Federal law.

The remaining synthetic cannabinoids found in these products (primarily the JWH and CP compounds) have not yet been formally scheduled or even addressed under the CSA. Therefore, their use remains technically “legal” under Federal law.

The good news is that the Drug Enforcement Administration (DEA) announced in October 2010, at the Society of Forensic Toxicologists annual meeting that most of the yet unscheduled synthetic cannabinoids found in these products will receive emergency scheduling within the next few weeks or months. However, Federal scheduling under the CSA and additional state bans of individual synthetic cannabinoids doesn't guarantee that the underground manufacturers won't move to unscheduled synthetic cannabinoid formulations or other intoxicating compounds and still produce and distribute new versions of their products. ■



America Discovers the Rail Way at

National Train Day

 **AMTRAK**® is proud to celebrate 40 years as America's RailroadSM

All aboard for the fourth annual National Train Day, a coast-to-coast celebration of America's love of trains on Saturday, May 7, 2011. Amtrak's calling "all kids — young and old" to join us for festivities at train stations in Washington, D.C., Philadelphia, Los Angeles, and Chicago, and to also celebrate Amtrak's 40th anniversary. National Train Day commemorates the 142nd anniversary of the transcontinental railroad.

"This year's event will kick off during Amtrak's 40th anniversary and is an opportunity to celebrate the company's contributions to the history and future of passenger rail in this country," said Emmett H. Fremaux, Amtrak Vice President, Marketing and Product Development. "The day promises to delight the kid in all of us."

National Train Day Exhibits and Festivities

On Saturday, May 7, from 11:00 a.m. – 4:00 p.m., each free event in the four major markets will feature live entertainment, interactive and educational exhibits, kid's activities, model train displays, and tours of Amtrak equipment, freight and commuter trains, and notable private railroad cars. Local communities nationwide are encouraged to develop and host their own National Train Day celebrations. More than 185 local celebrations took place in 2010.

National Train Day events will feature the following exhibits:

- **State Partnership Display:** Learn about how Amtrak partners with each state to provide specialized service. A locally focused exhibit will be on display at each major National Train Day celebration.
- **Amtrak High Speed Rail Display:** Take a look at an exhibit that showcases Amtrak's leadership, expertise, and experience with high speed rail.
- **K-9 Unit Demonstrations:** Witness Amtrak Security K-9 Units, one of the largest programs in the country, perform demonstrations with the dogs and their handlers.
- **Amtrak:** Dining the Rail Way: Catch a glimpse of the history of dining on trains, view live cooking demonstrations from Amtrak chefs, and sample meals offered in Amtrak's dining cars.
- **Train Equipment Displays:** Get up close and personal

with Amtrak equipment to experience first-hand the modern amenities and accommodations offered by passenger rail. Then take a peek at how passengers traveled in generations past by touring a variety of historic train cars and privately-owned luxury coaches.

Commuter and freight equipment displays (featured in select markets) will highlight today's modern rail passenger services and how "green" locomotives are transforming the nation's freight fleet.

■ **Model Train Displays:** Delight in the craft of model train displays and take a closer look at these miniature masterpieces.

■ **Amtrak 40th Anniversary Display:** On May 1, 2011, Amtrak will celebrate 40 years as America's Railroadism. Explore the history of Amtrak and find out more about the future of passenger rail, as well as current routes, amenities, and onboard offerings.

■ **AmtraKids Depot:** Attend Amtrak's 40th birthday party at the AmtraKids Depot and discover the kid in you by engaging with delightful magicians, creating fun arts and crafts, and playing interactive games with surprise giveaways throughout the day.

Special Exhibits — Events in the four major markets will feature a unique element to further excite and educate train enthusiasts, including:

- **40th Anniversary "Exhibit Train"** (Washington, D.C.): Washington, D.C.'s National Train Day event will serve to launch the nationwide tour of the 40th anniversary "exhibit train." The exhibit will consist of two locomotives, three renovated baggage cars displaying historic advertising, uniforms, photos, and other memorabilia, and an Amtrak Bistro car to be used as a retail center and for various exhibits.
- **B&O Railroad and the Civil War** (Washington, D.C.): The B&O Railroad owned the only line into Washington, D.C. during the Civil War, playing a critical role during the conflict. Abraham Lincoln made only five historic railroad journeys during his presidency — all across the B&O's line. This interactive exhibit is presented in partnership with the Baltimore and Ohio Railroad Museum.

Workers Memorial Day — April 28

Each April 28, since 1989, the unions of the AFL-CIO observe Workers Memorial Day as a day to remember those who have suffered or died on the job. As we remember those who have died in workplace catastrophes, suffered diseases because of exposure to toxic substances, or been injured because of dangerous conditions, we rededicate ourselves to the fight for safe workplaces. As such, the core theme for Workers Memorial Day has been “Mourn for the Dead, Fight for the Living.”

April 28 was chosen because it is the anniversary of when the Occupational Safety and Health Act went into effect and the day of similar remembrance in Canada that began in 1984. In Canada, the day is called the National Day of Mourning and was officially recognized by the government in 1991. Every year, people in hundreds of communities and at work sites recognize workers who have been killed or injured on the job. Trade unionists around the world now mark April 28 as an International Day of Mourning.



Workers Memorial Day is observed in nearly one hundred countries. April 28 has been recognized as International Commemoration Day for Dead and Injured Workers since 1996, when at the United Nations in New York, a Global Union delegation lit a commemoration candle to highlight the plight of workers who die, are injured, or become ill. ■

■ **The Great Migration** (Philadelphia): African-Americans migrated from the South to the Northeast, Midwest, and West via passenger (and sometimes freight) trains during the early 20th century. This exhibit will chronicle The Great Migration, which lasted until 1930 and was a step in the full nationalization of the African-American population.

■ **East Meets West** (Los Angeles): Archived photos, facts and stories of the 19th century Chinese contribution to the development of the railroad will be displayed at this exhibit in partnership with local Asian community and cultural organizations.

■ **California Missions** (Los Angeles): The 21 California Missions along the El Camino Real (also known as The

Royal Highway located between San Diego and San Francisco) will be showcased at this exhibit. A California Mission docent will be on hand to speak about the history of the Missions and their connection to the railroad and an Amtrak representative will speak about current travel routes and trips.

■ **Hands On The Past — Mexican Contributions To The Railroad** (Chicago): During World War II, thousands of Mexicans came to the U.S. under a guest worker program called the “Railroad Braceros” to build and maintain our nation’s passenger railroad system. This exhibit will honor the contributions by Hispanics to the nation’s railroad.

For more information, visit www.nationaltrainday.com.

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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.

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!

BRS AFGHAN — BRS logo embroidered on 48"x67", 2-layer, blue afghan.

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.

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Golf Balls (12)		25.00	
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Coffee Mug		8.00	
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Pocket Watch		90.00	
Wrist Watch		110.00	
Mantle/Desk Clock		129.00	
8-Pocket Tool Pouch		49.00	

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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
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Wrist Watch



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.



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.

Golf Caps



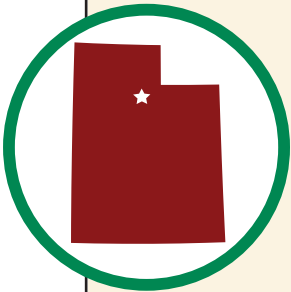
Pocket Watch

MEETING PHOTOS



Local 16 Meeting

Clinton, SC



Local 24 Meeting

Salt Lake City, UT



MEETING PHOTOS



General Chairmen's Meeting

Las Vegas, NV



Local 111 Meeting

Las Vegas, NV



MEETING PHOTOS



Southeast General Committee Meeting

Clinton, SC



Local 111 Retirement Dinner

Pocatello, ID

On January 29, 2011, a retirement dinner was held in honor of retiring, Local 111, Recording-Financial Secretary (RFS) Randy Hansen. Randy has held the RFS position from 1989–2010. Prior to that, his father Norm Hansen was the RFS, for Local 111, from 1962–1989. Father and Son have a combined total of 48 years as RFS for Local 111.



Norm, and Randy Hansen



LEFT TO RIGHT: Randy Hansen; Norm Hansen; Dennis Watt, current RFS for Local 111; and Steve Buck, Local Chairman.



MEMBER PHOTOS



UP Local 153 Meeting

Atascadero, CA



Local 119 Meeting

McCook, NE



MEETING PHOTOS



Pan Am Meeting

Portland, ME



Local 138 Meeting

Fredericksburg, VA



PHOTO CONTEST

WINNERS FOR 1ST QUARTER 2011



One of the worst ice storms in Kentucky history hit on January 27, 2009, crippling 101 counties and 75 cities statewide. The railroad was also severely impacted due to ice covered trees falling on approximately 100 miles of pole-line which is used to assist with the governing of train movement by providing adequate signals. Photo submitted by member D.J. Bocook — Local 176.



Wind Generator Blade Train — This train passed through Galesburg, heading for McCook, NE. It was over 7000 feet long and was carrying wind generator blades. Photo submitted by R.J. Turner of Local 119, Lead Signalman at Lincoln, Nebraska. Brother Turner retired in July 2010 after 42 years of service with BNSF Railway.



Photo of the 2.8 signal, west of Belen, New Mexico. Photo submitted by Local 172 member Jake Barkemeyer, Jr., Local Chairman.

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