



# THE SIGNALMAN'S JOURNAL

Volume 92 • Number 2

2nd Quarter 2011



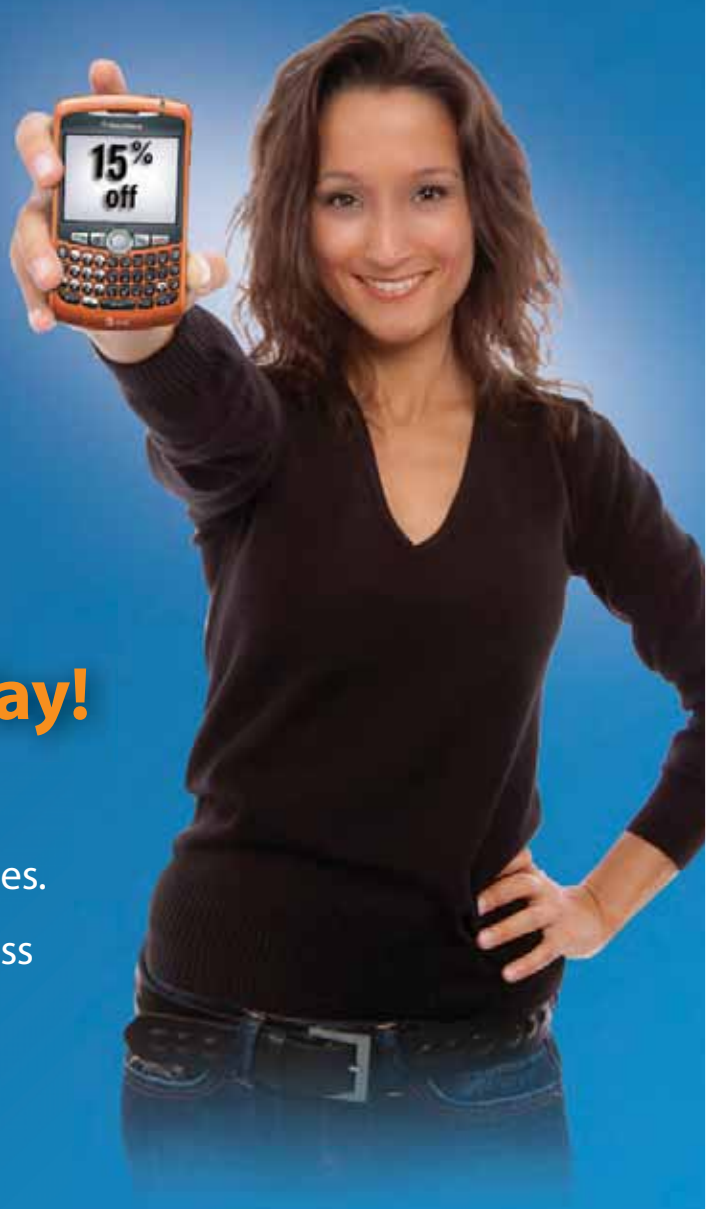
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# THE SIGNALMAN'S JOURNAL

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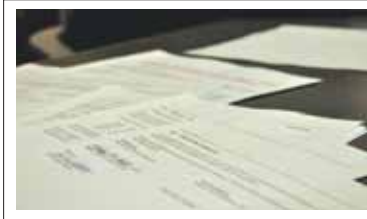
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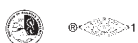
A reception was held on January 27, 2011, to honor Jim Oberstar.

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**COVER:** BNSF Signal Foreman Chad Stinson, member of Local 87, changing light bulbs on Rudyard Montana Cantilever signal. Photo submitted by G.T. Urfer, retired member of Local 87.





## A War on Workers

*The labor movement in America is under attack like never before. We are being attacked by legislators in Washington, DC, and in a number of States.*

**T**hese elected officials have received bucket loads of campaign contributions from wealthy benefactors. They are attacking the middle class, public employees, private workers, and stripping away collective bargaining rights. It seems to me that these attacks have become a means of political payback to the wealthy for the outrageous campaign contributions. Brothers and sisters, now more than ever, we as union members must stand together in unity and fight those who are out to destroy our American Dream.

For years, union agreements reached through collective bargaining have worked to create a solid middle class. A worker's right to collective bargaining has continued to be the essence of democracy in the workplace. Collective bargaining is a process that has proven to offer solutions in a crisis and the negotiated agreements provide a framework for the workplace that functions in both good and bad economic times. These elected officials realize that stripping collective bargaining rights away from workers means an open season on their negotiated rights. Beyond that, the gains that workers have made through collective bargaining, such as health and safety protections, pension benefits, and negotiated wages would all be at risk.

To address this attack by the anti-labor politicians, I feel that we must educate our fellow union members on the benefits that have been attained through collective bargaining. We must educate members on the ways that union membership can attract quality workers. We must educate them on the importance of collective bargaining when it comes to pensions and healthcare plans. We must make everyone aware that without union protection, corporations that are motivated by large profits may sacrifice the safety and well-being of workers in order to make as much money as they can. We must make it known that without unions, right-wing politicians could annul regulations for protecting workers which have taken years to achieve.

If we permit these anti-labor legislators to take away collective bargaining rights, workplace rules will become arbitrary; working conditions will deteriorate; discrimination will go unchecked. Without collective bargaining our voice becomes mute; our teachers will not be heard when they raise issues about classroom curriculums, safety on the school campus, or the number of students in a classroom. If left unchecked, it is just a matter of time until Signalmen will not be heard when we raise safety issues.

***Brothers and sisters, now more than ever, we as union members must stand together in unity and fight those who are out to destroy our American Dream.***

I believe that our government should embrace unions and collective bargaining. I believe that the government should strive to create and protect middle class jobs. I believe that there would not be a robust middle class without a labor movement. One can only wonder where businesses would be without a middle class or why any union member would support some of the governors and legislators that were elected last November. Some of these elected officials have sought to destroy unions under the masquerade of solving their state budget crisis. Their efforts to take away collective bargaining rights of public employees and introduce Right-to-Work Laws are nothing but clear acts of union busting. These anti-labor elected officials see the current economic problems as an opportunity to deliver a blow to public employee unions and public schools, as well as to stifle the initiative to provide universal health-care.

They seek to undermine unions to weaken them politically, as they did a generation ago to trial lawyers, who often represent individuals in lawsuits against corporations — and who largely support candidates who are pro-labor. They refuse to recognize that today, as in the past, workers have demonstrated their willingness to make sacrifices in pay and benefits during economic downturns, yet these elected officials still attempt to gut collective bargaining. These governors, legislators, and their supporters, have turned their backs on compromises offered by the very

workers who provide essential services to their respective state.

Policies that have been enacted, in states like Wisconsin, Indiana, and Ohio, just to name a few, undermine labor-management relations and the essence of democracy itself. What gives these politicians the right to strip workers of unions and collective bargaining while tax breaks are being handed out? To me, it is downright obscene.

Of course, the first thing you will see them do is blame unions, in both the public and private sectors, of abuses. You will see them label unions as a form of socialism and communism. I can bet that you will not hear them tell of how the United Auto Workers, along with other industrial unions, made concessions when faced with a doomsday such as the bankruptcy in the auto industry. This was just another example of how labor again reached middle ground to save good middle class jobs in America.

The purpose of our government is to do as the Constitution says, "to promote the general welfare." Its purpose is not to subsidize private businesses and the individuals who profit from them. It is not to give tax breaks to the rich or to send our jobs to other countries so that companies can enhance their profit levels.

The American public needs to be told clearly what is causing our economic crisis and high unemployment rates. Americans need to be told that it is not unions that are causing the problem; it is the tax breaks supported by anti-labor politicians, subsidies, and outsourcing public work to private companies that have contributed to our economic demise. In my 40 plus years in the labor movement, I have never seen such an aggressive attack on American workers. Conservative ideologues and corporate powerbrokers are using the poor economy as the perfect storm to support the deception that unions are breaking corporations and causing state budgets to be unbalanced.

Those with corporate interest and anti-labor politicians are not going to give up until they conquer and destroy the middle class. They do not care that our families will suffer and that the quality of our children's education will decrease. I recently read that in Texas, public employees do not have any real collective bargaining rights and the state continues to look for ways to take more away from the public employees. Legislators are looking for ways to make up a two year deficit totaling \$27 billion and public education is their primary target. The political leaders in Texas have refused to tap into the state's \$9.4 billion "rainy day" fund while the Senate has proposed a

\$9.3 billion cut in public school appropriations and the House proposed a slash of \$10 billion. Of course, neither branch considered tax increases. With this sort of damage, local school officials are being forced to cut more than 100,000 school teachers and support personnel statewide. These cuts will result in an increased number of students per classroom and will also cause teachers to remove focus from those students who need extra help. These cuts also would reduce the state's share of public education costs below 50% of the total funding for public schools.

So how and when do we react? We react now. We must start by "voting out" the union busting politicians who support tax breaks for the wealthy and large corporations. Just as an example, before Wisconsin went over budget, the governor signed into law \$117 million in corporate tax breaks. The immediate budget shortfall was then \$137 million. That clearly showed his agenda to destroy Wisconsin's public unions. Prior to anti-union legislators and Governor Walker taking office, Wisconsin was operating within its budget. They neglected to take responsibility that the budget shortfall was created by their own actions, only one month after they took office.

The strategies to cripple unions in the public and private sectors are just a start. It is a glimpse of a new style of conservatism that seeks to return us to the days of the late 19th century, when working people were at the mercy of the giant corporate trusts that control industry and the government. It took a strong movement in the 1890s to bring the corporatists to heel, and it looks like we will need to make the same type of movement today.

Brothers and sisters, I cannot stress how important it is that we stand together at this critical moment. It is obvious to me, as it should be to you, that the anti-labor legislators and their corporate supporters are not only out to destroy our collective bargaining rights, but our well-being. As a start, we must remove them from office in future elections and only support candidates who have our best interests at heart. We must continue to fight every minute to keep the labor movement strong and moving forward.

In Solidarity,



W. Dan Pickett  
*BRS President*



## I am a Signalman

*While attending a family picnic many years ago, my son, who was about fifteen years old at the time, asked my brother-in-law, "Uncle Jim were you a Marine?" His uncle quickly answered, "Andrew, I am a Marine."*

**A**t that time, my brother-in-law had not actively served in the Marines for over 20 years. For my brother-in-law and the other Marines, their association to the Marine Corps is not an event that is measured in time, but it is an association and a bond they carry throughout their lifetime.

I do not believe my brother-in-law felt that way on his first day at boot camp but at some point the Marine Corps changed from something he belonged to, to something he is. I tell that story because as I reflect on my career as a Signalman, I realize that at some point being a Signalman and being a BRS union member changed from something I did to who I am.

I learned my first real lesson of the union movement and the BRS in the summer of 1978, four years after I started on the railroad. On the morning of July 10, 1978, the Brotherhood of Railway, Airline and Steamship Clerks (BRAC) walked off the job on the Norfolk and Western Railroad. The strike called by BRAC had no connection to the agreement or working conditions for Signalmen. BRAC's issue of protective benefits was not an issue for Signalmen, but for eighty-two days, Signalmen across the Norfolk and Western joined BRAC's battle by standing strong and honoring their picket lines. For eighty-two days, the solidarity in my BRS local was strong, with only two members — management's kids, crossing the picket line.

Less than a month after the strike had ended, the solidarity and mutual sacrifice of those eighty-two days spurred me to attend my first local union meeting. It just so happened that the night I attended was also the nomination night for our local, and before the meeting was over, I was nominated and elected as an officer of Local 199.

At the time, I was 22 years old and knew very little about

unions. In my home, neither my father nor mother belonged to a union. They were both office workers in workplaces that did not have unions. Growing up I do not ever remember the discussion of unions in our house. But as I look back, I remember being taught union values in my home; values like integrity, dedication, treating others how you want to be treated, a desire for justice, and standing up for what you believe.

Thirty-three years of active service in our union has instilled in me the importance of these basic principles.

Integrity — As a Signalman, I learned that if I wanted track time and the dispatcher asked how long I needed, the fact that he could trust that I would give the track back when I told him I would meant I got time to work while those without integrity were left to wait. As a union leader, integrity was what allowed others to deal honestly with me and our union. Integrity of our union means leaders and members must be demonstrated not only through our words, but also through our actions. Our personal ethics is how others will perceive us and our union. In practical terms, when we give our word to someone, we stick with it and we tell people the truth even when it is not popular to do so.

The desire for justice — Justice for workers is the bedrock of our movement. Our fight for justice means we are willing to set aside our own personal agenda to see that the most vulnerable workers are treated justly. Many Signalmen from our locals, general committees, and national officers commit their time and personal resources to seek justice for workers they do not know personally. My experience is that unions and individuals that stand strong on this principle earn the respect and dedication of many. A union or an individual that fails in this area will be seen as self-serving. The end result of selflessness and justice for others is justice for all.

*I will always proudly answer, I am a Signalman.*

Stand up for what you believe — This is easy when everyone around agrees, but it gets tough when someone in authority over you disagrees or when you find yourself in the minority. I have witnessed Signalmen standing up to their bosses, to top railroad officials, and union leadership. I personally have received letters, emails, and phone calls from Signalmen who have disagreed with me on issues. One of our greatest strengths is that Signalmen are independent thinkers who are willing to speak up. Standing up for what you believe is an important part of who we are.

As many of you know, several months ago, President Obama nominated me to serve as the next Labor Member of the Railroad Retirement Board. If confirmed by the Senate, I will resign my position with the Signalmen and thirty-three years after that eighty-two day strike, and my first local union meeting, I will not be actively serving in our union. It has been said that a test of leadership is much about what you leave behind. Do you leave behind others to lead or did you shape things in a way that others would struggle? I see another generation of Signalmen, independent thinkers, who are willing to stand up for what they believe. I see Signalmen with integrity, who are moved by the desire for justice for all workers. Signalmen continue to be leaders and our union remains strong.

Max De Pree, an American writer and businessman, summed up leadership this way, saying, “The first responsibility of a leader is to define reality. The

last is to say thank you. In between, the leader is a servant.” Thank you for the privilege and honor you have entrusted me with as one of your national leaders.

No matter where I go from here or what I do for the remainder of my life, when asked, “Were you a Signalman?” I will always proudly answer, I am a Signalman.

Fraternally yours,

Walt A. Barrows  
BRS Secretary-Treasurer



## HELP WANTED

### Grand Lodge Representative

The Brotherhood of Railroad Signalmen Grand Executive Council is accepting resumés for the purpose of appointing a new Grand Lodge Representative.

**Title:** Grand Lodge Representative.

**Location:** Grand Lodge Headquarters in Front Royal, Virginia.

**Duties:** President W. Dan Pickett will assign duties, and duties may vary.

**Qualifications:** Only active BRS members are eligible for appointment to this position.

Union activism is a fundamental quality.

The successful candidate will be detail oriented and have strong writing, communication, and organizational skills.

Computer skills, including experience with MS Office suite is a plus.

Currently, the role of this position is primarily involved in the preparation of submissions for grievance resolution and other labor/employee related functions.

**Brotherhood  
of Railroad  
Signalmen**

Interested candidates should email their resumé to [wdp@brs.org](mailto:wdp@brs.org) or mail it to the address below:

**W. Dan Pickett, President**  
Brotherhood of Railroad Signalmen  
917 Shenandoah Shores Road  
Front Royal, Va. 22630

## BRS Signs Agreement with Madison Terminal Railway



**A**fter a year of negotiations, the Brotherhood of Railroad Signalmen (BRS) has reached an Agreement with Madison Terminal Railway (MTR) to represent its Signal Employees. MTR is headquartered in Madison, Wisconsin, and is currently being contracted by

years due to retirements. These Agreements also cover the requirements that railroads have to meet in order to supplement their current workforce with contractors.



Union Pacific Railroad to install communication poles used in conjunction with Positive Train Control (PTC).

Although the BRS does not promote the use of contractors, there are certain situations in which the use of a contractor may benefit both the railroads and the BRS. This Agreement is just that. It is a positive move that will help increase BRS membership numbers and will also provide more union jobs. The employees will be working under the Railway Labor Act, which guarantees competitive wages and benefits, collective bargaining rights, and Railroad Retirement. These employees will also have the opportunity to learn a valuable skill through extensive classroom and on-the-job training, which will benefit them if they ever choose to seek employment with a Class I Railroad.

By entering into this Agreement with MTR, we have the ability to provide BRS-represented contract employees to the railroads, rather than having them employ non-represented contractors to perform signal work. It also gives BRS-represented contractors an edge in acquiring work that has been given to non-represented contractors in the past. With the constant attacks on Unions and collective bargaining, this Agreement will be a positive step for the Labor Movement and the middle class workers of America. ■

As the railroads began preparing for the mandated 2015 PTC implementation date, they realized that this requirement could not be met without significantly increasing employment numbers or seeking the use of contractors. Through local negotiations, Agreements with the railroads were reached on a number of different properties that would increase the number of full-time employees not only to cover the large amount of work required by PTC, but also the high rate of attrition over the next five





# A Tribute to James “Jim” Oberstar



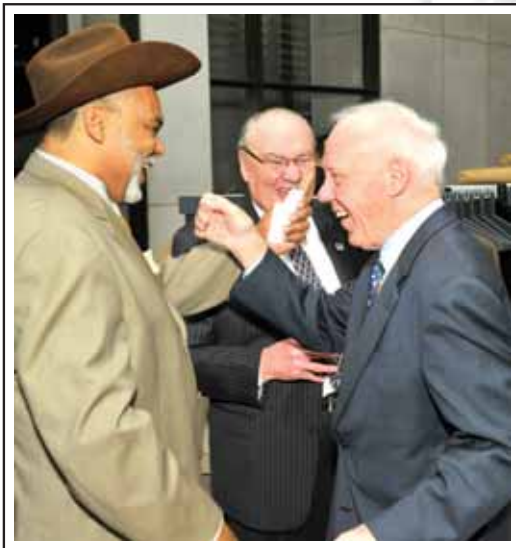
JIM OBERSTAR

**B**RS President, W. Dan Pickett greets former Democratic U.S. Representative, James L. Oberstar at a labor reception hosted by the unions of the Transportation Trades Department (AFL-CIO). The reception was held in honor of James “Jim” Louis



Oberstar’s service and historic contributions to the working people across America.

The son of an underground miner from Chisholm, Minnesota, Jim Oberstar has been a member of the Transportation and Infrastructure Committee since coming to Congress in 1975 and has been the Senior Democrat on the Committee since 1995. During his 18 terms in office, Jim worked to improve safety standards and efficiencies for the traveling public. We thank Mr. Oberstar for his dedicated service, support, and for being a tireless, devoted advocate for the future of U.S. transportation. ■



# Fire at the Junction

**F**or seven straight days, members of the La Junta and Boise City Signal, Track, and Structures teams worked, and sometimes struggled, to fight fires in the Las Animas, Colorado, area. Conditions were ripe for wildfires — nearly no rain or snowfall, extremely low humidity with above normal springtime temperatures, harvested hay and corn fields, and continuous northerly wind blowing at 30+ MPH. All it needed was a spark.

That spark came on an especially dry, windy day in early April 2011. Local authorities are not yet sure what caused the fire, but they suspect a cigarette butt thrown from a car. The winds quickly fanned the grass fire into a 10,000-acre inferno that was spreading rapidly toward the right-of-way near Las Animas Junction, Colorado. The fire jumped the tracks and was burning the area in and around critical signal equipment, necessary to operate the junction of the La Junta Sub ABS with the CTC of the Boise City, threatening coal, freight, and AMTRAK traffic.

The Signal, Track, and Structures teams mobilized. Maintenance of Way teams lead by RDMs Jack Renick and Fred Campos working with their track supervisor Buddy Mueller and Structures

teams lead by Joe Walters worked together to keep the fire away from the track and bridges. Working closely with them was the signal team of Tony Muniz, Justin Malden, Casey Hines, and lead by Inspector Cameron Rogers. Together the teams, in conjunction with local



fire departments, worked around the clock to protect critical systems.

Signal Inspector Cameron Rogers attributes the success of the operation to teamwork: “The Track and Structures teams worked closely with us during the entire week. We all worked together putting out fires, keeping each other informed on the location and direction of the fire, transporting each other around, and keeping each other safe.” According to Signal Maintainer Justin Malden, “transportation became a major concern when local

authorities closed off all the roads into the area. Many times the only way into the locations was by Hy-rail.”

By mid April, and after a week of fighting fires and battling the dense smoke, the weather changed and the fire department brought the fire under control. Signal equipment escaped unscathed, except for a few charbroiled poles, and most importantly,

no injuries were sustained and no trains delayed due to signal failure — a true testament to the importance of teamwork, accurate and timely communications, and quality job safety briefings in a rapidly changing environment. ■



# In Memoriam

## W.D. "Dink" Best • 1923–2011



W.D. "Dink" Best passed away on March 10, 2011, in Greenwood, Indiana.

Brother Best began his

railroad career in December of 1941, taking a Helper's position on the Pennsylvania Railroad signal and telegraph gang in his home state of Indiana. Dink worked with the construction crew until he enlisted in the Army in February of 1943. He served in the Army Air Corps during World War II, and returned to signal work on the Pennsylvania Railroad in November of 1945. In 1948, he moved to a job on a maintenance territory at North Judson, Indiana.

In 1950, Brother Best moved to the Maintainer position at Redkey, Indiana, and after three years there, moved to the position of Leading Maintainer on the Anoka Junction, Indiana, territory. His final job in the field was working as a Signal and Communication Maintainer at Marion, Indiana, on the Pennsylvania Railroad.

Dink started his service with the BRS in 1957 when he began his first term as Local Chairman in Lodge 146. He also served as Vice General Chairman on the Pennsylvania General Committee in 1961.

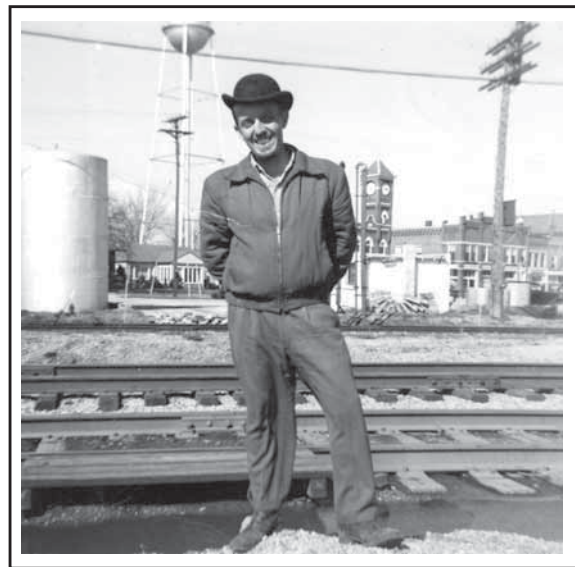
In 1963, Brother Best accepted an appointment by then President Jesse Clark, as Grand Lodge Representative. Dink served in that capacity until 1969 when he was appointed by former President C.J. Chamberlain as the Brotherhood's First Director of Research. Brother Best was appointed Vice President to the Midwest following the death of Vice President Harvey Gregg in 1972.

In 1977, Brother Best was named Secretary-Treasurer and held the position at

Grand Lodge for 11 years, eventually retiring from service to the Brotherhood in 1988.

Dink oversaw the implementation of the Brotherhood's first computer system in 1979. The new system streamlined and simplified much of Grand Lodge's operations and led to expanded and improved service for the Brotherhood's members.

We thank Brother Best for his many years of dedicated service to the Brotherhood of Railroad Signalmen. ■



# The BRS Mourns the Loss of Two Signalmen

**I**t is with sadness and great concern that I am writing to you today. Over the past few months, we have lost two brothers to senseless deaths.

The first fatality occurred on February 9, 2011, when fellow Union Pacific Signalman and Brother, Jerry Bolte, was killed when the truck he was driving collided head-on with a passing semi-truck and trailer near Kismet, Kansas. This incident occurred at the end of Brother Bolte's shift as he was returning to his temporary hotel headquarters.

The second fatality took place on April 29, 2011, when fellow CSX Transportation Signalman and Brother, Roberto Martinez, was killed when the truck he was driving at Rice Yard in Waycross, Georgia, was struck by a cut of empty flatcars that had been released from the hump at Rice Yard. This incident occurred near the end of Brother Martinez's shift early in the morning.

Our thoughts and prayers go out to the families of these two Brothers. Even though these two incidents were not related to Roadway Worker Protection, they are a stark reminder that we as Signalmen must be alert in our surroundings at all times. The Railroad Industry can be an

unforgiving environment and we must always be mindful of that fact. I ask that you not only be aware of what may be going on around you as you work and drive, but keep a look out for your fellow brothers and sisters as you go about your daily tasks. I feel strongly that we, as a craft, can not only have an effect on our fellow Signalman's safety, but we have the ability to have a positive effect on other crafts that we come in contact with each day that we report for duty.

We have a responsibility not only to our fellow workers, but more importantly to our families to always be attentive as we go about our daily routines so that we may return home in the same conditions as we left.

In Solidarity,



W. Dan Pickett  
BRS President

*The Railroad Industry can be an unforgiving environment and we must always be mindful of that fact.*

## FRA Issues Safety Advisory to Railroad Workers

The Federal Railroad Administration (FRA) has issued a Safety Advisory to remind freight railroad operators and their employees about hazards associated with switching operations.

The FRA's Safety Advisory addresses the need to follow federal regulations and railroad operating rules that govern the procedures for leaving rolling equipment in the clear of adjacent tracks. This Safety Advisory is in response to two recent incidents where railroad employees were killed during switching operations.

"Equipment inappropriately left on adjacent tracks is a serious and potentially life threatening matter," said Joseph C. Szabo, Federal Railroad Administrator. "We can take important steps to increase awareness and stop this dangerous practice."

The FRA Safety Advisory recommends that railroad companies review the recent incidents with employees and reinstruct them on procedures and rules governing leaving rolling equipment clear of adjacent tracks. It also recommends that railroads review job briefing procedures. ■

# National Negotiations Update

National negotiations between the Rail Labor Bargaining Coalition (RLBC) and the railroads represented by the National Carriers' Conference Committee (NCCC) are now well into the second year. Thus far, the several meetings between the RLBC and the Carriers have been mainly focused on health insurance benefits, with some discussion on general wage increases and more paid time off. The RLBC is comprised of six national rail unions, repre-

sented more than 70,000 railroad employees, including: Brotherhood of Railroad Signalmen; Brotherhood of Maintenance of Way Employees Division-IBT; Brotherhood of Locomotive Engineers and Trainmen-IBT; International Brotherhood of Boilermakers, Blacksmiths, Iron Ship Builders, Forgers, and Helpers; National Conference of Firemen & Oilers-SEIU; and Sheet Metal Workers' International Association.

At the beginning of this year, the RLBC determined that it did not foresee reaching any common ground with the NCCC and applied for mediation services of the National Mediation Board on January 11, 2011. On January 12,



*“...we will continue to negotiate and make every available attempt to achieve what is best for our members”*

— W. DAN PICKETT, BRS PRESIDENT

2011, the National Mediation Board responded to the RLBC's application, assigning Senior Mediator Terri Brown to mediate between the parties. The parties have met on a monthly basis since January and, with the assistance of the mediator, will continue to try to reach a voluntary agreement.

The last meeting between the RLBC and NCCC was held in Washington, DC, on April 12, 2011. The parties continued to exchange proposals and counter-proposals on wages, health and

welfare benefits, and craft-specific rules in their attempt to reach a voluntary settlement. In this meeting, as in previous meetings, changes in the healthcare arena have remained a top priority for the NCCC.

“At a time when the railroads are earning higher profits than ever before, they still want our members to contribute more and this is something that I am just not willing to do. It is a long, drawn out process, but we will continue to negotiate and make every available attempt to achieve what is best for our members,” said BRS President W. Dan Pickett. ■

## UTU Reaches a Tentative National Rail Agreement

A Tentative National Rail Agreement covering wages, benefits, and working conditions has been negotiated between the United Transportation Union (UTU) and the National Carriers' Conference Committee (NCCC).

The Tentative Agreement will affect some 38,000 UTU members, including Yardmasters.

UTU District 1 General Chairpersons voted unanimously to submit the Tentative Agreement to the mem-

bership for ratification under the provisions of the UTU Constitution.

A vote to ratify the Tentative Agreement will be scheduled after June 20, 2011.

Details on the new UTU Tentative Agreement may be found at [www.utu.org](http://www.utu.org). ■



- **Congress Completes Fiscal Year 2011 Appropriations**
- **Debt Ceiling Fight: The War Over Spending**
- **New Congress Passes Anti-Union Amendment**
- **\$2 Billion for High-Speed Rail**

## **Congress Completes Fiscal Year 2011 Appropriations**

### **Final Legislation Includes Significant Cuts to Surface Transportation Programs**

On Friday, April 15, 2011, President Barack Obama signed H.R.1473, The Department of Defense and Full Year Continuing Appropriations Act, 2011 (P. L. 112-10), which funds government operations through the remainder of the Fiscal Year (FY) ending on September 30. The legislation was approved on Thursday, April 14, 2011, in the U.S. House of Representatives by a vote of 260–167. The Senate approved the bill by a vote of 81–19.

In accordance with the agreement reached, the legislation contains significant reductions to Non-Trust Fund Transportation programs. Most notably, the appropriations bill provides no funding for high-speed rail in FY2011 and rescinds \$400 million from the previous year's funds, for a total reduction of \$2.9 billion from FY2010 levels. The extra \$400 million comes from the \$2.4 billion in high-speed rail funding refused by Florida.

### **Debt Ceiling Fight: The War over Spending**

The U.S. government will hit its \$14.3 trillion borrowing limit on May 16, 2011. The debt limit is the amount the government can borrow to help finance its operations.

Treasury Secretary Timothy Geithner is giving Congress more time to negotiate a deal that would raise the nation's borrowing limit.

In a letter to congressional leaders, Geithner said that he can delay a default on the debt until August 2, 2011, by using a series of bookkeeping maneuvers to keep the government running. That's nearly a month longer than the July 8, 2011, deadline Geithner had previously cited.

Congress is negotiating to raise the debt limit.

However, Republicans have said they will not vote to do so until lawmakers reach an agreement with the White House on further spending cuts.

### **What is a Debt Ceiling?**

It's the amount of money Congress allows the U.S. government to borrow. The current debt ceiling is about \$14.3 trillion. To avoid possible default, Congress must authorize a \$1 trillion increase in the debt ceiling. The deadline is likely to be hit on or around May 16, 2011, though Geithner said that the Treasury could stave off default until July 8, 2011.

### **Why Does the Government Owe so Much Money?**

Because it spends more than it earns. For every \$1 that the U.S. government spends, it collects around 60 cents in taxes. The rest, it borrows from investors. The imbalance stems mainly from a decade of expensive government policies — the wars in Iraq and Afghanistan, Medicare prescription-drug benefits, stimulus spending, and tax cuts. The steadily-increasing costs of Medicare, Medicaid, and Social Security only add to the burden. The limit has been raised seven times since June 2002, and only once under President Obama.

### **What Happens if the Government Defaults?**

For one, the government would grind to a halt — cutting off military salaries and retirement benefits, along with Social Security and Medicare payments. Worse still, default would also plunge the U.S. back into recession. Interest rates and borrowing costs would surge, while the dollar would plummet. In a worst case scenario, the markets would go into a death spiral as investors distanced themselves from the U.S. The consequences would be “catastrophic,” says Geithner. Federal Reserve Chairman Ben Bernanke said it would be a “recovery-ending event.”

## New Congress Passes Anti-Union Amendment

The Brotherhood of Railroad Signalmen activated their national mobilization network to fight an effort by the Republican leadership in the House of Representatives to undo the National Mediation Board (NMB) rule change enacted last year that made union representation elections the same as all other elections in America — where the majority of those who vote make the decision as to whether or not there will be union representation.

Prior to last year's rule change, the NMB rules governing representation elections in the railroad and aviation industries counted workers who did not vote in these elections as having voted against representation. This undemocratic method of conducting the elections meant that widespread apathy and/or Carrier intimidation almost always spelled defeat for these organizing efforts. The FAA Reauthorization and Reform Act of 2011 (H.R.658), introduced February 11, 2011, by Representative John Mica (R-FL), aims to overturn the rule change and restore the old, undemocratic procedure as a legal requirement. Democrats and Republican Steve LaTourette (R-OH) are offering an amendment to strip H.R.658 of the anti-union language. Failure to pass the amendment will make it much harder to win Senate passage of the FAA bill and sets up a likely veto of the bill even if the Senate were to approve it.

The amendment, sponsored by Representative Steve LaTourette who is the Vice Chair of the House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, would allow a NMB decision from 2010 to stand. That decision allowed workers to choose Union Representation based on the votes of voting workers. Prior to last year's change, non-voting workers were counted as "no" votes.

The FAA bill, H.R.658, repeals the NMB decision, and LaTourette's amend-

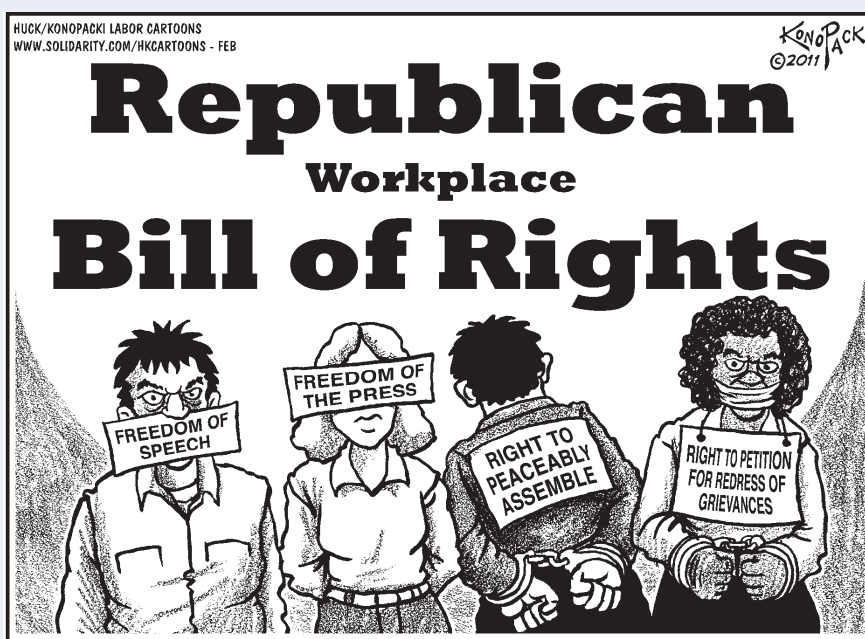
ment would have removed this language from the bill, protecting the current pro-union voting rule status. The White House warned it would veto the FAA bill unless the labor language was removed.

On April 1, 2011, the House of Representatives passed H.R.658 with a vote of 223–196. Only 16 Republicans voted for the LaTourette amendment, which failed in a 206–220 vote, no Democrats voted against the amendment.

## \$2 Billion for High-Speed Rail

On Monday, May 9, 2011, the U.S. Department of Transportation announced the award of \$2 billion in High-Speed Rail funding for 15 different states and Amtrak (*excerpts from the Press Release on page 24*). The money was originally allocated to Florida for a Tampa to Orlando connector line. Governor Rick Scott, promptly after taking office, rejected the funds sought after by previous Governor, Charlie Crist, saying the government was "addicted to spending" and he was "unwilling to put Florida taxpayers on the hook for \$3 billion worth of possible capital cost overruns." The Florida Republican was not the only Governor to reject high-speed rail funding for his state; Chris Christie (R-NJ), John Kasich (R-OH), and Scott Walker (R-WI) also put the brakes on high-speed rail projects once in office.

*continued on page 24*



# Walking on Ballast

*The kind of surfaces we walk on affects the joint loading in the knees, hips, and ankles as well as the muscle activity patterns around those joints.*

**I**n other words, torques (also called “moments”) at the hips, knees, and ankles change as we walk on different surfaces. Muscle activity is also altered. This is the general conclusion found by a recent study examining the biomechanics of walking on common railroad

yard surfaces. Subjects were found to slow down to walk on mainline ballast (MB), and joint moment ranges were generally smaller if the subjects walked on MB or walking bal-



last (WB) instead of a level firm surface (no ballast–NB). Muscles in the legs were more actively co-contracting when walking on ballast, presumably to stabilize the joints while navigating uneven or rocky surfaces. This study was a collaboration between university and industry researchers (Wade, Redfern, Andres, and Breloff, 2010), with data collected at the University of Mississippi. The project was a follow-up to a pilot project (Andres, Holt, and Kubo, 2005) that found rearfoot motion (side-to-side motion of the ankle joint looked at from the rear) increased by 58 percent if subjects walked on MB instead of NB, whereas rearfoot motion did not significantly differ between WB and NB. The pilot project supported a policy of placing WB in locations where railroad employees must walk as part of their jobs. The Wade et al. (2010) study extended the findings beyond the ankles to the hips and knees as well.

Twenty healthy adult men walked along three different pathways (NB, WB, MB) while full-body motion, ground reaction forces, and electromyographic (EMG) signals were collected from the lower extremity muscles. Three-dimensional joint moments were calculated, and moment trajectory ranges, muscle activity (measured by EMG), and temporal gait measures were investigated. The conclusion reached was that walking on ballast increases

muscle activation to control the loading or stress at the joints of the lower extremities. Even with a slower, more cautious gait on MB, larger moment profiles occurred compared with WB, and greater co-contraction occurred compared with WB and NB. The current results suggest

that increased efforts to place WB where walking occurs and to maintain those surfaces will increase safety and decrease demands on the musculoskeletal systems of railroad employees.

Although railroad ballast material

provides support and drainage for track structures, the effect on railroad workers who have to walk and work on ballast is not known. The Federal Railroad Administration (FRA) found that walking contributed to 13.9–16.5 percent of all railroad worker injuries and accounted for 16.7–20.3 percent of the days lost from work between 1999 and 2008. Slip, trip, and fall injuries attributed to walking on irregular surfaces accounted for 3.1–5.1 percent of all injuries and up to 5.9 percent of days lost from work during the same period. The FRA also found that 35 percent of all reported injuries in 2008 were due to strains or sprains of the back or lower extremities. The question is whether there is a potential link between walking surface characteristics and injury. The type and size of ballast used in railroad yards are believed to affect workers and the way they walk. Railroad managers identified improper ballast as a factor that contributed to injuries in railroad yards; they stated that — distribution of smaller ‘walking’ stone on switch leads instead of the larger ballast rock might help reduce railroad yard injuries (FRA, 2001).

Railroad workers also identified MB used in the yard as a problem, so the FRA suggested several best practices to improve the safety climate and reduce injuries, including



the use of — walking stone on switch leads and tow-paths.

**OBJECTIVES** — This study was designed to examine the effect of two common sizes of railroad ballast on gait. The terrain was designed to simulate a railroad work setting to investigate the variation in joint stress and muscle activation while walking on the respective surfaces.

**METHODS** — Twenty healthy male subjects volunteered and were selected to fit into five anthropometric blocks ranging from the 5th to 95th percentiles in height and weight. Written informed consent was obtained prior to participation.

Participants wore the same brand and model of steel-toed boots. Ballast of different sizes was obtained from a quarry that supplies ballast for railroads in the South and Midwest. The ballast walking surfaces were 8.5 meters (m) long, 1.5 m wide, and 4 inches deep. Full body motions were acquired by a 6-camera system recording 3-D motion from 39 reflective markers placed on the boots and body. Bilateral ground reaction forces were acquired by two force plates embedded in the walkway.

EMG electrodes were placed on the dominant leg muscles. After calibrating the EMGs to maximum voluntary contraction, the participants walked along the walkway repeatedly until 25 successful trials were recorded. Subjects had at least 72 hours between sessions on each of the MB, WB, and NB surfaces.

Data processing involved determining heel contact and toe-off from the force platform data for gait cycle normalization. Muscle activation was determined from the integrated EMG normalized to maximum voluntary contraction. A co-contraction index was calculated for agonist-antagonist muscle pairs.

Moment trajectories for each joint were calculated for each trial in each of three planes, time-normalized to a step (heel contact to toe-off), and normalized by the participant's body mass. Normalized moment trajectories were ensemble-averaged within each condition for each subject. Data were subjected to multivariate analyses of repeated measures and corrected for multiple comparisons.

**RESULTS** — Temporal Gait Parameters — These are timing and distance descriptors for gait. They were sig-

nificantly different across surfaces and for MB compared with both WB and NB, but WB parameters differed from NB for only a subset of parameters.

Cadence (steps per minute) was significantly less for MB compared with WB and NB, but WB and NB cadences were not statistically different. Stride length was shorter for MB and WB compared with NB, with MB stride length less than WB. Speed was slower for MB compared with WB and NB conditions. Stance and swing duration and double- and single-support duration were longer for MB and WB compared with NB and greater for MB than WB conditions.

**Joint Loading Parameters** — Hip moments for abduction/adduction were reduced on ballast compared with NB; hip internal/external moments tended to be reduced on ballast also. Knee moments followed this same general pattern except for frontal plane moments being more varus<sup>1</sup> in the NB condition.

Ankle moments were greater in eversion<sup>2</sup> on MB and WB compared with NB. The moment ranges across MB and WB were significantly different for all but one joint plane, and for the hip and knee, the ranges were lower than the NB condition. Only ankle inversion/eversion ranges were different, with the range being greater for MB and WB compared with the NB condition. The ballast conditions result in a greater hip adduction moment, opposite in direction from the NB condition.

**EMG Parameters** — EMG data recorded from all muscles during the step were generally greater for the MB and WB compared with the NB condition. Mean and peak muscle activities were significantly affected by ballast condition for all lower extremity muscles and were greatest for MB and least for NB. Burst duration significantly increased progressively from NB to WB to MB. Co-contraction was found in the three agonist/antagonist pairs tested and increased from NB to WB to MB during all phases of the step.

**CONCLUSIONS** — The goal of this investigation was to study gait during walking on ballast surfaces to better understand the biomechanics and varying movement strategies during locomotion on this irregular surface. Muscle co-contraction is amplified during two primary conditions: when an individual experiences insecurity

*continued on page 17*

## Synthetic Cannabis — Schedule I Category

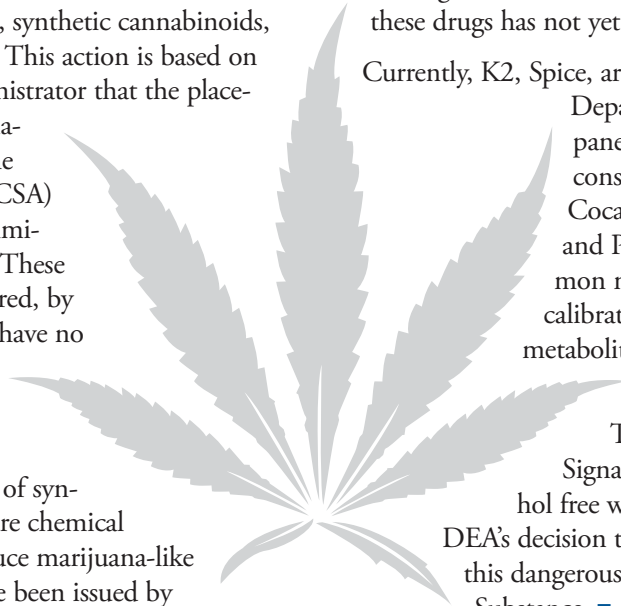
**O**n March 1, 2011, the Drug Enforcement Administration (DEA) issued the Final Rule on Schedules of Controlled Substances: Temporary Placement of Five Synthetic Cannabinoids Into Schedule I. This rule placed K2, Spice, synthetic cannabinoids, into the Schedule I category. This action is based on a finding by the DEA Administrator that the placement of these synthetic cannabinoids into Schedule I of the Controlled Substances Act (CSA) was necessary to avoid an imminent hazard to public safety. These Schedule I drugs are considered, by the Federal Government, to have no legitimate medical use and are considered illegal to purchase and possess.

K2, Spice, contains a variety of synthetic cannabinoids, which are chemical compounds devised to produce marijuana-like effects. Health warnings have been issued by numerous state and local public health departments and poison control centers describing the adverse health effects associated with these synthetic cannabinoids and their related products, including agitation, anxiety, nausea, vomiting, tachycardia (fast, racing heartbeat), elevated blood pressure, tremor, seizures, hallucinations, paranoid behavior, and non-responsiveness. Smoking these synthetic cannabinoids for the purpose of achieving intoxication and experiencing the psychoactive effects has also been identified as a reason for emergency room visits and calls to poison control cen-

ters. As of now, there is little information regarding the pharmacology, toxicology, and safety of these substances in humans given the minimal amount of pre-clinical investigations undertaken; therefore, the full danger of these drugs has not yet been determined.

Currently, K2, Spice, are not being tested for under the Department of Transportation's 5 panel drug testing regimen, which consists of Marijuana (THC), Cocaine, Amphetamines, Opiates, and Phencyclidine (PCP). The common marijuana drug tests used are calibrated to detect THC and THC metabolites and not the synthetics used in Spice, or K2.

The Brotherhood of Railroad Signalmen supports a drug and alcohol free workplace and is pleased with the DEA's decision to ensure public safety by making this dangerous drug a Schedule I Controlled Substance. ■



# A Helping Hand — The Thomson Foundation

## *Financial Assistance for Daughters of Deceased Railroad Employees*

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

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

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

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

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

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

### **Further information and applications may be obtained by writing to:**

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

## Walking on Ballast

*continued from page 15*

in a compulsory task and during anticipation of compensatory forces. Individuals also use co-contraction to perform activities with demands that are higher relative to their capability.

Participants in this study slowed down and took shorter steps on the ballast surfaces, reflecting a more cautious gait. Despite these adjustments, participants actually increased the co-contraction around the lower extremity joints to further stabilize the joints.

Although this co-contraction seen during the ballast conditions may improve joint stability in response

to difficulty walking, higher joint compression and increased muscle fatigue may also be occurring.

In summary, it appears that walking on railroad ballast increases muscle activation to control the loading on the joints of the lower extremity, potentially increasing both localized muscle fatigue and the compressive force on those joints. Walking on WB compared with walking on MB decreases the joint moments and the muscle co-contraction, making WB a better walkway surface than MB for railroad employees. ■



# The Federal Medicare Program

*The Federal Medicare program provides hospital and medical insurance protection for railroad retirement annuitants and their families, just as it does for social security beneficiaries.*

*The following questions and answers provide basic information on Medicare eligibility and coverage, as well as other information on the Medicare program.*

## 1 Who is eligible for Medicare?

All railroad retirement beneficiaries age 65 or over and other persons who are directly or potentially eligible for railroad retirement benefits are covered by the program. Although the age requirements for some unreduced railroad retirement benefits have risen just like the social security requirements, beneficiaries are still eligible for Medicare at age 65.

Coverage before age 65 is available for disabled employee annuitants who have been entitled to monthly benefits based on total disability for at least 24 months and have a disability insured status under social security law. There is no 24-month waiting period for those who have ALS (Amyotrophic Lateral Sclerosis) also known as Lou Gehrig's disease.

If entitled to monthly benefits based on an occupational disability, and the individual has been granted a disability freeze, he or she is eligible for Medicare starting with the 30th month after the freeze date or, if later, the 25th month after he or she became entitled to monthly benefits. If receiving benefits due to occupational disability and the person has not been granted a disability freeze, he or she is generally eligible for Medicare at age 65. (The standards for a disability freeze determination follow social security law and are comparable to the medical criteria for granting total disability.)

Under certain conditions, spouses, divorced spouses, surviving divorced spouses, widow(er)s, or a dependent parent may be eligible for Medicare hospital insurance based on an employee's work record when the spouse, etc., turns age 65. Also, disabled widow(er)s under age 65, disabled surviving divorced spouses under age 65, and disabled children may be eligible for Medicare, usually

after a 24-month waiting period.

Medicare coverage at any age on the basis of permanent kidney failure is also available to employee annuitants, employees who have not retired but meet certain minimum service requirements, spouses, and dependent children who suffer from permanent kidney failure requiring hemodialysis or a kidney transplant. The Social Security Administration has jurisdiction of Medicare for those eligible on the basis of permanent kidney failure. Therefore a social security office should be contacted for information on coverage for kidney disease.

## 2 How do persons enroll in Medicare?

If a retired employee or a family member is receiving a railroad retirement annuity, enrollment for both Medicare Part A and Part B is generally automatic and coverage begins when the person reaches age 65. For beneficiaries who are totally and permanently disabled, both Medicare Part A and Part B start automatically with the 30th month after the beneficiary became disabled or, if later, the 25th month after the beneficiary became entitled to monthly benefits. Even though enrollment is automatic, an individual may decline Part B, if so desired; this does not preclude him or her from applying for Part B at a later date. Premiums may be higher if enrollment is delayed.

If an individual is eligible for but not receiving an annuity, he or she should contact the nearest Railroad Retirement Board (RRB) office before attaining age 65 and apply for both Part A and Part B. (This does not mean that the individual must retire if presently working.) The best time to apply is during the 3 months before the month in which the individual reaches age 65.

He or she will then have both Part A and Part B protection beginning with the month age 65 is reached. If the individual does not enroll for Part B in the 3 months before attaining age 65, he or she can enroll in the month age 65 is reached or during the next 3 months, but there will be a delay of 1 to 3 months before Part B is effective. Individuals who do not enroll during this Initial Enrollment Period may sign up in any General Enrollment Period (January 1 – March 31 each year). Coverage for such individuals begins July 1 of the year of enrollment.

### **3 What is covered by Part A (hospital insurance) of the Original Medicare Plan, the traditional fee-for-service plan available nationwide?**

Medicare Part A is designed to help pay the bills when an insured person is hospitalized. The program also provides payments for required professional services in a skilled nursing facility (but not for custodial care) following a hospital stay, some home health care, and hospice care.

There is a limit on how many days of hospital or skilled nursing care Medicare helps pay for in each “benefit period.” A benefit period begins the day a patient goes to a hospital or skilled nursing facility. It ends after a person has not received any hospital or skilled nursing care for 60 days in a row. There is no limit to the number of benefit periods a person can have.

When a patient receives Part A benefits, he or she is billed by the hospital only for the deductible amount, any coinsurance amount and any noncovered services. The remainder of the bill from the hospital, as well as bills for services in skilled nursing facilities or home health visits, is sent to Medicare to pay its share.

Benefits are ordinarily paid only for services received in the United States or Canada. Part A also covers hospital stays in Mexico under very limited conditions.

### **4 What are some of the services covered by Part B (medical insurance) of the Original Medicare Plan?**

Part B covers physicians’ services, outpatient medical and surgical services, and many other medical and health services in and out of medical institutions. More information on specific services is available by calling 1-800-MEDICARE (1-800-633-4227) or by visiting [www.medicare.gov](http://www.medicare.gov).

There is an annual deductible for Part B services (\$162 in 2011). After the deductible is paid, Medicare will generally pay 80 percent of the approved charges for covered services during the rest of the year; the beneficiary is responsible for paying the remaining 20 percent of the cost.

Claims for Part B benefits filed on behalf of railroad retirement beneficiaries in the Original Medicare Plan are generally handled by Palmetto GBA on a nationwide basis. Palmetto GBA is a private company that contracts with the RRB and Medicare to pay Part B claims for railroad retirement beneficiaries.

Palmetto GBA — Railroad Medicare Part B Office  
P.O. Box 10066, Augusta, GA 30999-0001  
1-800-833-4455 — [www.palmettogba.com/medicare](http://www.palmettogba.com/medicare)

Part B generally does not pay for services outside the United States. There are rare emergency cases where Part B can pay for care in Canada or Mexico.

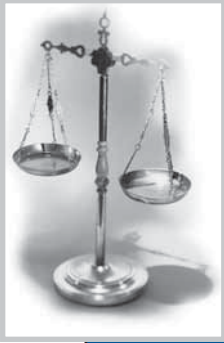
### **5 What is Medicare Advantage?**

Medicare Advantage Plans combine Medicare Part A and Part B coverage, and are available in most areas of the country. A beneficiary must have both Medicare Part A and Part B to join a Medicare Advantage Plan, and the individual must live in the plan’s service area. Medicare Advantage Plan choices include regional preferred provider organizations (PPOs), health maintenance organizations (HMOs), private fee-for-service plans and others. A PPO is a plan under which a beneficiary uses doctors, hospitals, and providers belonging to a network; beneficiaries can use doctors, hospitals, and providers outside the network for an additional cost. Under a Medicare Advantage Plan, a beneficiary may pay lower copayments and receive extra benefits. Most plans also include Medicare prescription drug coverage (Part D).

For those in a Medicare Advantage Plan, information on out-of-pocket cost is available by calling 1-800-633-4227 or by going to [www.medicare.gov](http://www.medicare.gov).

More information about Medicare prescription drug plans, as well as free personalized information, is available online at [www.medicare.gov](http://www.medicare.gov), or by calling the Medicare toll-free number, 1-800-633-4227. In addition, free personalized counseling is available from the local State Health Insurance Assistance Program (SHIP) and other local and community-based organizations. ■

# 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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800-447-7500  
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**Howard A. Spier**  
Rossman, Baumberger,  
Reboso, Spier & Connolly  
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Tel. (312) 332-9596  
800-472-5729

**Daniel J. Downes, PC**  
60 W. Randolph Street  
Chicago, IL 60601  
Tel. (312) 781-1852  
800-624-2121  
[www.dandownes.com](http://www.dandownes.com)

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**P. Matthew Darby, LLP**  
Berman, Sobin, Gross,  
Feldman & Darby, LLP  
32 West Road  
Suite 210  
Towson, Maryland 21204  
Tel. (410) 769-5400  
800-248-3352  
[www.bsg-llp.com](http://www.bsg-llp.com)

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**Robert T. Naumes**  
Thornton & Naumes, LLP  
100 Summer St.  
30th Floor  
Boston, MA 02110  
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800-431-4600  
[www.tenlaw.com](http://www.tenlaw.com)

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24725 W. 12-Mile Rd.  
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800-272-5400  
[www.pearlpi.com](http://www.pearlpi.com)

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Hunegs, LeNeave  
& Kvas, PA  
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Minneapolis, MN  
55402-3339  
Tel. (612) 339-4511  
800-328-4340  
[www.hklaw.com](http://www.hklaw.com)

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& Barczak, PLC  
2550 University Ave. West  
Suite 345N  
St. Paul, MN 55114  
Tel. (651) 288-9500  
800-435-7888  
[www.yjblaw.com](http://www.yjblaw.com)

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64108-2463  
Tel. (816) 221-5666  
800-821-5257  
[www.hubbellfirm.com](http://www.hubbellfirm.com)

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Bauer & Baebler, PC  
1716 South Broadway  
St. Louis, MO 63104-4049  
Tel. (314) 241-7700  
800-682-4529  
[www.raillaw.com](http://www.raillaw.com)

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**Michael Flynn**  
Law Offices of Michael  
Flynn, PLLC  
1205 Franklin Ave.  
Garden City, NY 11530  
Tel. (516) 877-1234  
866-877-3352  
[www.felaattorney.com](http://www.felaattorney.com)

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**Andrew J. Thompson**  
Dubyak Connick Thompson  
& Bloom, LLC  
3401 Enterprise Parkway  
Suite 205  
Cleveland, OH 44122  
Tel. (216) 364-0500  
888-902-1499  
[www.dctblaw.com](http://www.dctblaw.com)

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800-334-2500

**Michael Y. Kleeman**  
Kleeman, Abloeser &  
DiGiovanni, PC  
1819 John F. Kennedy Blvd.  
Suite 350  
Philadelphia, PA 19103  
Tel. (215) 963-0187  
800-221-5697  
[mkleeman@kleemanlawfirm.com](http://mkleeman@kleemanlawfirm.com)

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**Sara Youngdahl**  
Youngdahl & Citri, PC  
12621 Featherwood Drive  
Suite 240  
Houston, TX 77034  
Tel. (281) 996-0750  
866-996-0750  
[www.youngdahl.com](http://www.youngdahl.com)

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**Weldon Granger**  
Jones, Granger,  
Tramuto, & Halstead  
[www.jonesgranger.com](http://www.jonesgranger.com)

**Robert M. Tramuto**  
10000 Memorial Dr.  
Suite 888  
Houston, TX 77024  
Tel. (713) 668-0230  
800-231-3359 (TX)

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**Brent O. Hatch**  
Hatch, James & Dodge  
10 West Broadway, Suite 400  
Salt Lake City, UT 84101  
Tel. (801) 363-6363  
800-574-6310

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**Willard J. Moody, Sr.**  
The Moody Law Firm, Inc.  
500 Crawford St., Suite 300  
Portsmouth, VA 23704  
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800-368-1033  
[www.moodyrlaw.com](http://www.moodyrlaw.com)

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Cranwell, Moore & Emick, PLC  
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Roanoke, VA 24022-1804  
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877-632-3352  
[www.cranwellmoorelaw.com](http://www.cranwellmoorelaw.com)

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Seattle, WA 98104  
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800-525-3352  
[www.tmraillaw.com](http://www.tmraillaw.com)

See Colorado

# ✓ DO BUY

## UNION-MADE PRODUCTS FOR

# \$1

(OR LESS)



Dear Brothers and Sisters,

## *Tired of Hearing...*

*"I can't afford to buy Union-Made products",  
from friends and family?"*

Here is a list of union-made products available for a dollar at most stores.

- Crunch N' Munch
- Ajax Dishwashing Liquid
- Quaker Oats Tortillaz
- Purina Dog Chow
- Alpo Canned Dog Food
- Gravy Train Canned Dog Food
- Pedigree Canned Dog Food
- Friskees Canned Cat Food
- Spic N' Span Clean Wipes
- Clorox Disinfecting Wipes
- Palmolive Dishwashing Liquid
- Rinso Laundry Detergent
- Albert VO5 Shampoos and Conditioners
- Palmolive Hand Soap
- Irish Spring Hand Soap
- SoftSoap Liquid Hand Soap
- Colgate Toothpastes
- Ultra-Brite Toothpastes
- Chapstick
- Lysol Liquid Toilet Cleaner
- Swiss Miss Powdered Hot Chocolate
- Rice Krispy Chocolate Treats
- Act II Popcorn
- Corn Nuts
- Cheez-Its White Cheddar
- Tostitos
- Doritos
- Corn Nut Chips
- Pace Picante Sauces
- Munchies Cheese Chips
- Mike & Ike's Candies
- Fiddle Faddle Carmel Popcorn
- Russell Stover Caramels
- Red Vines Licorice
- Tootsie Rolls Variety Packs
- Stay Puffed Marshmallows
- 100 Grand Bars
- Sunkist Fruit Gummies
- Hot Tamales Candies
- Baby Ruth Bars
- Pepsi Cola
- Heinz Cocktail Sauce
- Rosarito Refried Beans
- Gebhardt Refried Beans
- Heinz Home Style Sausage Gravy
- Campbell's Soup
- Campbell's Superior Spaghetti & Meatballs & Spaghetti-O's
- Chef Boyardee Mini-ABCs
- Green Giant Green Beans
- Hormel Soup Cups—Chicken Noodle
- Dinty Moore Beef Stew
- Hamburger Helper Chili Cheese
- Campbell's Chunky Beef & Vegetables
- Wholesome Helper Beef Stroganoff
- Hormel Chili
- Armour Vienna Sausages & Potted Meat
- SPAM Single Classics
- Chips Ahoy!
- Hidden Valley Harvest Dill
- Del Monte Sloppy Joes
- Del Monte Canned Organic Tomatoes
- Del Monte Spaghetti Sauce
- La Victoria Green Chilies & Enchilada Sauce
- Prego Fresh Mushroom Pasta Sauce & Meat Pasta Sauce
- Betty Crocker Pasta Alfredo Kraft Pasta Salad
- Betty Crocker Suddenly Salad
- Cracker Jack Original
- Fritos Chili Cheese
- Banquet Chicken Fingers Dinner, Nuggets Dinner & Chicken Pot Pie
- Banquet Meat Loaf Dinner
- Banquet Mexican Style Chicken Enchilada Dinner
- Sunkist Pineapples & Mandarin Orange Cups
- Dannon Activa—Prune, Mango & Peach
- Land O'Lakes Margarine, Buttery Spray, Cheddar
- Cheese & Colby Jack Cheese
- Pillsbury Golden Homestyle Biscuits
- Yoplait Fiber One Yogurt—Strawberry & Peach
- Snack Pack Pudding—Banana
- Skippy Super Chunk Peanut Butter
- Western Bagel—Blueberry, Onion, & Whole Wheat
- Western Bagel English Muffins
- Hawaiian Punch
- Lays Classic Potato Chips
- Lays Limon Potato Chips
- Doritos Cool Ranch, Nacho Cheese & Spicy Nacho
- Ruffles Cheddar Cheese & Sour Cream
- I Can't Believe It's Not Buttery Spray
- Farmer John's Classic Cooked Ham
- Good Humor Ice Cream Sandwich Bars, Neapolitano Bar, Strawberry Shortcake Bar & Chocolate Crunch Bar
- Dial Hand Soap
- Reynolds Wrap
- Scotch Tape
- 3M Sponges

**CREDIT:** United Auto Workers Local 1005, Parma, OH, Mike Caldwell, Chair, Union Label Committee ([www.uawlocal1005.org](http://www.uawlocal1005.org)). Brother Caldwell notes that the original source of this list is unknown.

# Assistance for Union Plus Participants Impacted by April's Storms



Union members living in areas impacted by the severe storms, tornadoes, and flooding, who participate in Union Plus programs, may be eligible for financial assistance.

Union Plus Disaster Relief Grants of \$500 are available to help participants in the Union Plus Credit Card, Insurance, or Mortgage programs who are facing financial hardship due to the recent severe weather. The money does not have to be repaid.

## To qualify for a Union Plus Disaster Relief Grant, the union member must:

1. Have been a victim of the severe weather in counties designated by FEMA as qualifying for individual assistance.
2. Have experienced a significant loss of income or property within the last six months due to the disaster.

3. Have had a Union Plus Credit Card, Union Plus Insurance policy, or Union Plus Mortgage for at least 12 months with the account or policy in good standing (be up-to-date on payments).
4. Describe his or her circumstances and document the income or property loss.

To apply for a disaster relief grant, union members who participate in any of the following programs can call:

- **Union Plus Credit Card: 1-877-761-5028**
- **Union Plus Mortgage: 1-800-472-2005**
- **Union Plus Insurance: 1-800-472-2005**

Union Plus Mortgage holders may also be eligible to receive payment extensions or other special help. ■

**For more information and a current list of qualifying counties, visit [UnionPlus.org/Disaster](http://UnionPlus.org/Disaster).**

## National Labor College Scholarships

The National Labor College (NLC) recognizes the impact the cost of higher education can have on working adults and their families. Through the generosity of our alumni, staff, friends, and partners, the NLC is pleased to offer a variety of scholarships that allow us to support our students' unique financial needs.

### General Eligibility Requirements

- Must be a U. S. citizen.
- Must meet defined criteria of the respective scholarship.
- Must be enrolled at a minimum of half-time status (6 credit hours) during the semester seeking assistance.
- Must maintain satisfactory academic progress (SAP), including a minimum cumulative GPA of 2.0.
- Must adhere to the online participation and attendance policies.

### How to Apply

Submit a completed National Labor College Scholarship Request Form along with a copy of your current tax return by the following deadlines:

- Fall 2011 — apply by Monday, August 8, 2011.
- Spring 2012 — apply by Monday, December 12, 2011.

Complete the 2010-2011 Free Application for Federal Student Aid (FAFSA) form. Do not complete the College's Virtual Financial Aid Office student interview if you are solely seeking scholarship assistance.

Recipient Selection Process — Scholarship awards are determined by the National Labor College Scholarship Committee unless otherwise noted. Notification of Awards Recipients will be notified in writing of the outcome of the scholarship application process. ■

**For additional information on NLC scholarship offerings, please contact Ashe Morris, Student Accounts Representative, at 301-431-5404 or [amorris@nlc.edu](mailto:amorris@nlc.edu)**



# 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](http://www.myuhc.com)

### Aetna Managed Care

3541 Winchester Road  
Allentown, PA 18195  
1-800-842-4044  
[www.aetnahealthcare.com](http://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](http://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](http://www.metlife.com)

### Vision Service Plan

P.O. Box 997105  
Sacramento, CA 95899-7100  
Member Services  
1-888-877-4782  
[www.vsp.com](http://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](http://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](http://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](http://www.aetnahealthcare.com)

### Managed Pharmacy Benefit Medco Rx Services

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

### Railroad Retirement Board

1-877-772-5772 — Automated Help Line  
[www.rrb.gov](http://www.rrb.gov)

# OBITUARIES

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**RICHARD F. ALLEN**—retired member of **LOCAL 10**. Brother Allen retired in 1991 after 43 years of service with Pennsylvania and Penn Central Railroads and Conrail. Brother Allen was a Communications and Signal Maintainer at Delphos, Ohio, at the time of his retirement. Brother Allen is a U.S. Army Veteran who served in the Korean War from 1950-1952 in the Transportation Railroad Battalion.

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**MYREL R. ANDERSON**—retired member of **LOCAL 71**. Brother Anderson retired in 2009 after 39 years of service with Louisville & Nashville Railroad and CSX Transportation. Brother Anderson was a Signal Maintainer at Belleville and Vernon, Illinois, at the time of his retirement.

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**LOUIS F. BASS**—retired member of **LOCAL 213**. Brother Bass retired in 2005 after 19 years of service with CSX Transportation. Brother Bass was a Signal Maintainer at Worcester, Massachusetts, at the time of his retirement. Brother Bass also served as Local Chairman.

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**WILLIAM T. CROSS**—retired member of **LOCAL 229**. Brother Cross retired in 2007 after 35 years of service with Southern Pacific and Union Pacific Railroads. Brother Cross was a Signal Maintainer at Verdi, Nevada, at the time of his retirement.

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**ANTHONY J. FIORENZA**—retired member of **LOCAL 141**. Brother Fiorenza retired in 1984 after 42 years of service with Missouri Pacific Railroad. Brother Fiorenza was a Signal Inspector at Alexandria, Louisiana, at the time of his retirement.

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**W. O. HUEY, JR.**—active member of **LOCAL 185**. Brother Huey had 34 years of service with the Kansas City Southern Railway Company. Brother Huey was a Signal Inspector at Meridian, Mississippi, at the time of his passing.

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**JOHN R. JACKSON**—retired member of **LOCAL 33**. Brother Jackson retired in 1983 after 41 years of service with the Atchison, Topeka & Santa Fe Railroad. Brother Jackson was a Signal Maintainer at Strong City, Kansas, at the time of his retirement. Brother Jackson also served as a Chaplain.

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**SHERMAN W. JARVIS**—retired member of **LOCAL 2**. Brother Jarvis retired in 1979 after 38 years of service with Conrail. Brother Jarvis was a Communication & Signal Maintainer at Bayard, Ohio, at the time of his retirement.

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**RICHARD D. JENKINS**—retired member of **LOCAL 31**. Brother Jenkins retired in 1983 after 40 years of service with Baltimore & Ohio and Chesapeake & Ohio Railroads. Brother Jenkins was a Signal Maintainer at Frederick Junction, Maryland, at the time of his retirement. Brother Jenkins is a U.S. Army Veteran who served during WWII.

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**ROBERTO MARTINEZ**—active member of **LOCAL 16**. Brother Martinez had nine years of service with CSX Transportation. Brother Martinez was employed as an Electronic Signal Technician at Waycross, Georgia, at the time of his passing.

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**RONALD M. SCHUSSLER**—active member of **LOCAL 228**. Brother Schussler had 30 years of service with Norfolk Southern Railroad. Brother Schussler was a Signal Maintainer at Bellevue, Ohio, at the time of his passing.

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*Editor's Note: Please notify Grand Lodge of the passing of retired BRS members. Email: [membership@brs.org](mailto:membership@brs.org)*

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## Washington Report

*continued from page 13*

### U.S. Transportation Secretary LaHood Announces \$2 Billion for High-Speed Rail

WASHINGTON — U.S. Transportation Secretary Ray LaHood announced \$2 billion in high-speed rail awards providing an unprecedented investment to speed up trains in the Northeast Corridor, expand service in the Midwest, and provide new, state-of-the-art locomotives and rail cars as part of the Administration's plan to transform travel in America.

"Earlier this year, President Obama and I made a commitment to improve and expand America's transportation system, including the development of a modern, national high-speed rail network," said Vice President Biden. "And today, we're announcing investments that will continue our progress toward making this vision a reality. These projects will put thousands of Americans to work, save hundreds of thousands of hours for

American travelers every year, and boost U.S. manufacturing by investing hundreds of millions of dollars in next-generation, American-made locomotives and railcars."

"President Obama and Vice President Biden's vision for a national rail system will help ensure America is equipped to win the future with the fastest, safest and most efficient transportation network in the world," said Secretary LaHood. "The investments we're making today will help states across the country create jobs, spur economic development and boost manufacturing in their communities."

The Department's Federal Railroad Administration selected 15 states and Amtrak to receive \$2.02 billion for 22 high-speed intercity passenger rail projects as part of a nationwide network that will connect 80 percent of Americans to high-speed rail in 25 years. ■

# Unsafe Highway-Grade Crossing Conditions

**T**he Federal Railroad Administration (FRA) has proposed a rule that would make it easier for the public to report unsafe conditions at highway-rail grade crossings. The proposal would require railroads to establish toll-free telephone numbers to allow the public to report malfunctioning highway-rail grade crossing warning signals, disabled vehicles blocking crossings, or any other unsafe conditions at crossings.

Under the proposed rule, once the railroad receives a call from the public about a malfunctioning crossing signal or a vehicle stalled on the crossing, train operators in that area would be immediately notified of the unsafe condition in an effort to avoid an accident.

“Giving the public the power to report unsafe conditions at a highway-rail grade crossing can save lives,” said U.S. Transportation Secretary Ray LaHood.

The proposal to establish Emergency Notification Systems would require railroads to post a toll-free telephone number and the Department’s National Crossing Inventory identification number at every highway-rail

crossing and explicitly authorized pathway grade crossing. Currently, all of the larger, Class I freight railroads and larger passenger railroads have some type of system in place by which they receive notification of unsafe conditions at grade crossings.

However, not all smaller railroads have such a system in place. Based on National Crossing Inventory data from the end of December 2009, the proposed rule would affect 211,401 highway-rail and pathway grade crossings and 594 railroads.

“With a uniform emergency notification system all railroads must follow, we could cut the number of highway-rail crossing incidents,” said Federal Railroad Administrator Joseph C. Szabo. “Standardization would simplify the process for both the public and railroads, saving precious time and lives.”

The proposed rule is required by the Rail Safety Improvement Act of 2008, and was developed following public outreach efforts by the FRA. ■

## Amendment Referendum by Local Lodge 129

### Article I. Protection of Member’s Voting Rights

**Section 1.** Any agreement, contract, or revision of any agreement or contract, including letters or statements meant to clarify any issues or any other matters to be settled with the carrier that affect the wages, hours of service, or working conditions of 5% or more of the members or the seniority of one or more members, shall be submitted to the affected membership for its vote. The membership vote will be by mail. Majority vote of the ballots returned, by the deadline, will be required to accept or defeat the proposed issue. The deadline shall allow a reasonable time for the membership to return their vote. In instances where issues concern 5% or less, no such issue shall be settled should any one affected member request the matter be settled by a majority vote of those affected. Every affected person must be sent by mail a written statement of the proposal and given an

opportunity to respond. If required, it must be submitted to the affected membership for a vote. The vote will be by mail. Majority vote of the ballots returned, by the deadline, will be required to accept or defeat the proposed issue. The deadline shall allow a reasonable time for the membership to return their vote.

**Section 2.** In order to preserve this right, this Amendment cannot be repealed or altered or voided in any way at Convention or by the Grand Lodge. This Amendment may only be repealed, altered, or voided by a majority vote of the members of the Brotherhood of Railroad Signalmen through the process outlined in Article I Section 136 of this Constitution.

**Section 3.** Amendment I, Article I, Section 1 and Section 2 will be the final law on all such matters covered by this Amendment and/or this Constitution. ■

# CONTINUOUS MEMBERSHIP



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

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

## 45 YEARS OF SERVICE

AJ Rush, Jr. 65

## 40 YEARS OF SERVICE

TF Quada 10  
 FJ Bunn 16  
 KE Hinsley 16  
 FL Thigpen 16  
 D Palazzolo 55  
 MD Palmer 72  
 GA Busse, Jr 84  
 MW Fricks 99  
 JC Haas 99  
 LD Jackson 110  
 GR Frazine, Jr. 123  
 BL Gray 129  
 MT King 153  
 JR Digman 226  
 R Wadsworth 228

## 35 YEARS OF SERVICE

SA Whelan 5  
 JR Bickley 10  
 SA Bockbrader 10  
 KL Green 10  
 VO Hukill, Jr. 10  
 JW Kart 10  
 SW Tatum 13  
 DL Waugh 14  
 PL Bourcier 16  
 MA Childers 16  
 JD Holloman 16  
 JP Jones 16  
 DT Karle 16  
 MC Kennedy 16  
 DJ Kilgore 16  
 HC Frias 18  
 JC Bitters 20  
 WW Regnier, Jr. 20

## 35 YEARS OF SERVICE

JC Zakosek 20  
 L Wanemaker 24  
 DJ Miller 29  
 MJ Frazier 34  
 DL York 34  
 BD Raczka 35  
 JL Conville 40  
 LJ Malay 40  
 MS Links 41  
 ML Foster 42  
 MW Stergar 42  
 CP Spalding 49  
 RJ Wendell 56  
 JR Balla 57  
 GP Graniero 57  
 DG Hodor 57  
 KA Lamey 62  
 WH Radiger 68  
 CT Lewis, Jr. 77  
 KE Bacher 80  
 JJ Dottino 80  
 JS Dailey 84  
 AE DeNully 84  
 GR Guenther 84  
 MC Kubicki 84  
 MJ Radziewicz 84  
 SD Smith 92  
 LD Strickler 93  
 GA Barnett 94  
 WG Porter 102  
 RA Shultz, Jr. 106  
 SR Hoogheem 108  
 RS Davis 119  
 LW Krouse 119  
 DD Lessman 119  
 CA Shaw 119  
 DW Works 120  
 S Quinteros, Jr. 121  
 DE Hackathorn 129

## 35 YEARS OF SERVICE

RG Robinett 136  
 MD Knick 148  
 JJ Kaiser 154  
 JA Ryckman 155  
 RW Lawson 158  
 RL Brinkley 162  
 MD Christman 172  
 RH Ballard 183  
 MJ Ciurej 185  
 TR Haley 188  
 DW Poole 188  
 PR Robledo, Jr. 206  
 LW Taylor 206  
 WA Seagraves, Jr. 208  
 BM Blushi 213  
 JP Lawless 213  
 R Streifeneder 230  
 TF Drupieski 238

## 30 YEARS OF SERVICE

JD Yates 3  
 RD Grossnickle 8  
 JE Gibson 10  
 GJ Hemmert 10  
 GA Connolly 16  
 GV Wilson 16  
 TJ Branowitz 31  
 DW Wood 31  
 SL Turner 33  
 GP Gawrysiak 39  
 JT Burgin 49  
 LC Hopson 55  
 SJ Risley 55  
 JJ Stranimier 55  
 SL Suzewits 55  
 RE Jetter 56  
 JM Lambert 56  
 TC Bernhard 57  
 BJ Brauchle 57  
 RB Wyatt 57  
 GV Lee 65  
 MS Marlin 67

## 30 YEARS OF SERVICE

JE Hagan, Jr. 72  
 JD Homan 72  
 TD Ives 72  
 DW Stockton 72  
 BA Walker 72  
 JM Bailey, Jr. 77  
 EL Gill 77  
 RE Moore 77  
 SB Ruff 87  
 SA King 94  
 DE Burns 99  
 AE Henry 99  
 LW Witherspoon, III 110  
 GD Ryan 111  
 KR Clem 119  
 JL Heydenburg 123  
 SA Kusanovich 153  
 JR Cowan 157  
 RH Chavez 161  
 S Labelle 182  
 MK Owens 183  
 PG Schlotterer 228  
 DR Zachary 229

## 25 YEARS OF SERVICE

SL Osborne 33  
 DL Porter 33  
 WA Smith, Jr. 33  
 RF Aguado 53  
 A Baez 56  
 JA Barbarello 56  
 JF Carmo 56  
 RW Farrell 56  
 M Harrigan 56  
 PR Holm 56  
 RP Kirby 56  
 JS O'Connor 56  
 J Piotrowski 56  
 S Radice 56  
 CJ Riviezzo 56  
 SJ Slater 56  
 DG Smythe 68

## 25 YEARS OF SERVICE

JV Wood	68	J Thornsberry	77	FH Lett	110	DA Christian	183
DH Charles	77	FA Taylor, Jr.	84	RE Wagener	130	LG Fullgraf	183
JB Clayton	77	JW Thomas, Jr.	84	JN Panos	143	RC McCauley	188
EV Gleaves	77	KH Wohltman	84	BM Frederick	158	TA Bogard	194
		LP Church	92	MR Eastvold	179	JL Padgett	198
		DJ Gibson, Jr.	110	DL Gillam	179	GA Moller	213

## New Programs at The National Labor College

The National Labor College (NLC), which is sponsored by the AFL-CIO and is the nation's only regionally-accredited higher education institution devoted exclusively to educating union members, leaders, and staff, has launched three new fully-online bachelor's degree programs in Construction Management, Emergency Readiness and Response Management, and Business Administration.

"Our new online bachelor's degree programs are designed to help union members advance in their current jobs or move into growth areas for new, good jobs," said Dr. Paula Peinovich, President of the NLC. "The College is proud to be part of the solution to our country's current unemployment crisis."

**New Online Degrees** — These new degree-completion programs offer union members the convenience and flexibility of online study. And with special union member rates and scholarships, NLC students can complete their degree for less than \$10,000 in two years. Plus, learning from work experience and apprenticeships can earn union members credits towards completing their degree.

**Bachelor of Arts in Business Administration** — NLC's bachelor's degree in Business Administration is based upon the ethical treatment of all members of society, sustainable business practices, and the idea that all organizations should contribute to the health of the community. This program is unique in that it has required courses that explore the labor movement's contributions to American society and economic prosperity. The program is designed to support the needs of all members of the

labor movement interested in contributing to the health of their families, their unions, their organizations, and their communities.

**Bachelor of Science in Emergency Readiness and Response Management** — The NLC is the only higher education institution offering a Bachelor of Science degree in Emergency Readiness and Response Management that includes required courses examining our nation's safety and security from a labor perspective. The

program is specifically designed for rank and file union members in Fire Services, EMS, Law Enforcement, Public Safety, Homeland Security, and other related unions. Areas of study include the rise of modern terrorism, domestic terrorism, the Homeland Security organization, and labor and civil liberties issues.

**Bachelor of Arts in Construction Management** — The NLC offers the only bachelor's degree in Construction Management with required courses that explore the labor movement's preeminent role in the construction industry. This degree is geared for members of the Building and Construction Trades unions who are interested in combining their experience in the industry with the knowledge and credentials gained in this program to become effective construction managers. ■

**For more information on The National Labor College, go to <http://www.nlc.edu>.**

The Princeton Review, Inc. (Nasdaq: REVU) has partnered with the National Labor College to bring high-quality online bachelor's degree completion and certificate programs to America's 17 million union members and working adults in their families.



# MEMBER PHOTOS

## Rally to Welcome the Wisconsin 14

On March 12, 2011, more than 100,000 people jammed into the square surrounding the Wisconsin State Capitol for an all-day series of rallies that sent a message to Republican legislators and Governor Scott Walker that the assault on working people will not stand and their struggle is far from over.

In Madison, BRS General Counsel Bill Phillips joined the crowd, which gave a heroes' welcome to the 14 Democratic state Senate members who left the state to prevent the body from considering Walker's proposal to cut off public employees' bargaining rights.

Public workers are our friends, neighbors, and family members and we stand in solidarity with them. We are all in this together. We all go up together or we all go down together. ■



## Over 100 Years of Experience



**PICTURED FROM L TO R** — On March 19, 2011, BRS Local 41 held a retirement party at Richards Farm in Casey, Illinois, for Mike Links, Fred "Fritz" Ferres, and Jim Davis.

Family and friends were there to wish the recent retirees a long and happy retirement. With over 100 years of experience between the three men, their service and experience will be missed.

All three retirees, throughout their careers, worked for the Penn Central Railroad, Conrail, and lastly CSX Transportation. ■

# MEMBER PHOTOS

## Mother Nature Strikes!



The photos above show a small aluminum signal shed near Robson, West Virginia, that was crushed by a falling oak tree. Photo submitted by Local 77 member and Local Chairman L.B. "Brad" Elliott.

## Edsal's Union-Made Shelving at Costco

After an extended labor-management campaign to persuade Costco to stock union-made Edsal steel shelving units, the giant retailer has agreed to give the product a tryout. Edsal began shipping the first lots to Costco in April. "This is just a tryout, but we're convinced that, given the opportunity, consumers will prefer ours to the Chinese competition," said Edsal Marketing Manager Scott Henry. Although most of Costco's competitors — including Lowe's, Sears, Menard's, and Home Depot — already carry the Edsal brand, Costco was resistant until recently. Edsal's units are the same size and holding capacity as the Chinese brand. They are less expensive and more environmentally sound (much of raw material used in the manufacture is recycled). And, because Edsal shelving is U.S. made in Chicago, Edsal products take less time to ship and shorter shipping saves fuel. Edsal shelving is also union made, by some 500 members of the International Union of Allied, Novelty and Production Workers. The steel used to manufacture the units comes from U.S. mills.



Company owner Mitchell Liss and Union President Mark Spano both played an active role in the campaign to convince Costco, with a barrage of letters to corporate executives. They even petitioned the White House for help.

# SIGNALMAN'S STORE



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

**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.

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

Make check or money order payable to:

Brotherhood of Railroad Signalmen

Mail payment and order to:

Brotherhood of Railroad Signalmen

917 Shenandoah Shores Road

Front Royal, VA 22630-6418

UNION-MADE



ITEM	QUANTITY	PRICE	TOTAL				
Lapel Pin/Tie Tack		4.50					
BRS Plaque		65.00					
BRS Afghan		30.00					
BRS Flag (3' x 5')		98.00					
Golf Balls (3)		7.00					
Golf Balls (12)		25.00					
Reflective Decals (2 inch)		.30					
Non-Reflective Decals (4 inch)		.40					
Inside Window Decals		.45					
Coffee Mug		8.00					
Set of 4 Coffee Mugs		30.00					
Pocket Watch		90.00					
Wrist Watch		110.00					
Mantle/Desk Clock		129.00					
8-Pocket Tool Pouch		49.00					
<b>GOLF CAPS</b>							
Pink		15.00					
Black w/colorlight on brim		17.00					
Black w/BRS lettering on brim		13.00					
White		10.00					
Black		10.00					
Blue		10.00					
Gray		10.00					
<b>T-SHIRTS</b>							
	S	M	L	XL	2X	3X	
Black							12.00
Gray							12.00
Signal Graphic							12.00
<b>SWEATSHIRTS</b>							
	S	M	L	XL	2X	3X	
Blue							35.00
<b>GOLF SHIRTS</b>							
	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
<b>JACKETS</b>							
	S	M	L	XL	2X	3X	
Blue							60.00
White*							25.00
Gray*							25.00
Beige*							25.00
<b>COATS</b>							
	S	M	L	XL	2X	3X	4X
Black Wool & Leather							165.00
Black Canvas							65.00
Brown Canvas							65.00
<b>OXFORD SHIRTS</b>							
	S	M	L	XL	2X	3X	
Blue Oxford							35.00
White Oxford							35.00
Ivory Oxford*							35.00
<b>VEST*</b>							39.00
Available sizes in un-shaded boxes only							
*Available while supplies last.							
							TOTAL

NAME \_\_\_\_\_

CERTIFICATE NUMBER \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_





# THE Signalman's STORE

www.brs.org • (540) 622-6522



Signal Graphic T-Shirt



Blue Jacket



BRS logo available on front or left sleeve

Blue Golf Shirt



BRS logo available on front or left sleeve

Beige Golf Shirt



White Golf Shirt



Available in Medium Only

Gray Jacket



Black T-Shirt



Gray T-Shirt



Also available in White and Ivory\*

Blue Oxford



Windshirt



Sweatshirt



Mantle Clock



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



Large Selection

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.



Tool Pouch

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



BRS Plaque



Flag



Pocket Watch



Wrist Watch



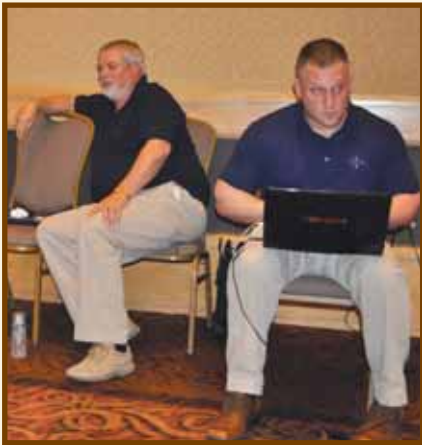
BRS Afghan

# MEETING PHOTOS



## National Negotiations

Hollywood, FL



# MEETING PHOTOS



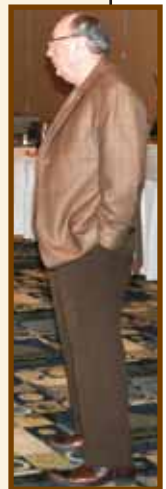
## UP Start-Up Meeting

Reno, NV

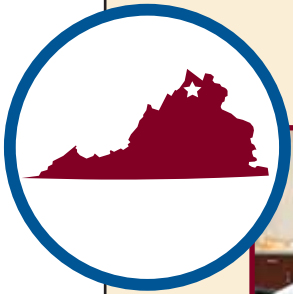


## UP Start-Up Meeting

Fort Worth, TX



# TRAINING PHOTOS



## Recording Financial-Secretary Training

Front Royal, VA



## Local Chairmen's Training

Front Royal, VA



# MEETING PHOTOS



## Local 231 Merger Meeting

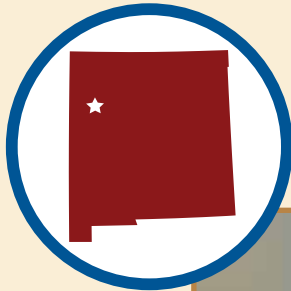
Brewster, OH



# MEETING PHOTOS



## BNSF Local 156 Meeting Redlands, CA



## Local 172 Meeting Grants, NM



## L&N System Signal Construction Team 7X47



L&N System Signal Construction Team 7X47 on CSX Southern Region, installed the first Iron Python the week of February 25, 2011, in the departure yard at Tilford in Atlanta, GA. This was the first installation in the United States; there have been eleven installed in Canada. It is a new product to hold train cars in departure or receiving yards.

PICTURED LEFT TO RIGHT: Tony Jarvis, Signalman (Local 71); Larry Sherrod, Signalman (Local 13); Darrell Ball, Signal Foreman (Local 158); David Boone, Signalman (Local 158); Jamie Bracegirdle, Lead Signalman (Local 208).

# PHOTO CONTEST

WINNERS FOR 2ND QUARTER 2011



*Lines East Gang 690, setting a Combo Signal House in Statesville, North Carolina. Pictured from left to right: Tim McGuire, Signalman; Dwight Hardin, Lead Signalman; Dustin Salyers, Signalman; Gerald McConnell, Signal Trainee. All members pictured are from Local 110.*

*Photo submitted by Local 110 member Darrel Holloway.*



*The Iron Python was designed for both arrival and departure tracks, and is used during unloading operations to locate cars and absorb impact from cars that are not well spotted. In cases where a car approaches at high impact speeds, the Iron Python will safely derail the car.*

*Photo submitted by Local 158 Local Chairman and member Darrell Ball, Jr.*

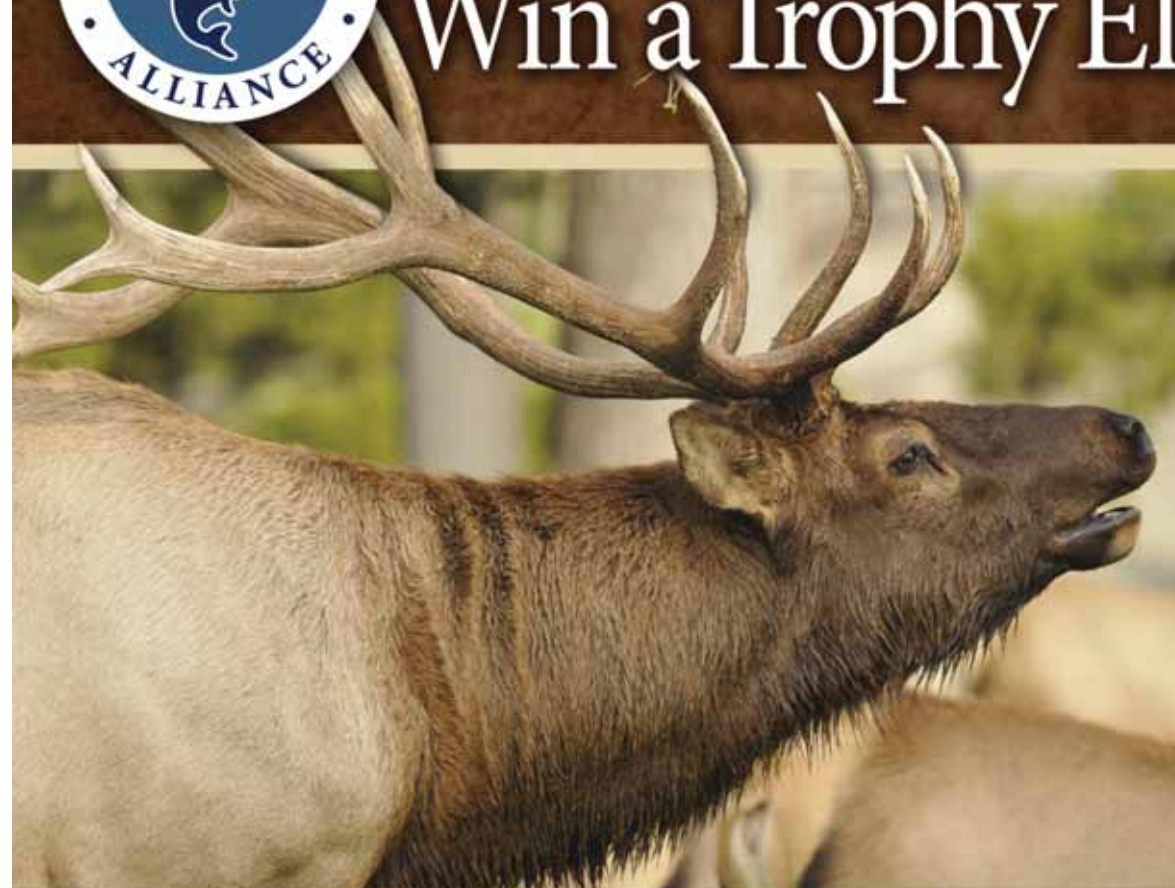


*Jason Leuenberger, Assistant Signalman and member of Local 226, takes track circuit readings on a GRS Genrakode unit.*

*Photo submitted by Jim Kresh, Signal Maintainer in Wabasha, Minnesota and member of Local 226.*



# Support Conservation. Win a Trophy Elk Hunt!



## Nevada Elk Hunt Package

**\$18,000 Value!**

- Fully guided, pack train hunt (Nov. 12-18)
- All licenses and tags
- Meals and lodging
- Airfare and ground transportation

SUGGESTED  
DONATION LEVELS

**\$100 = 45 entries**

**\$50 = 20 entries**

**\$25 = 8 entries**

**\$10 = 3 entries**

USA's Boots on the Ground conservation program is creating a community of skilled Union volunteers to tackle hunting and fishing access and wildlife habitat projects. Your donation will help get Boots on the Ground on its feet and could earn you the ultimate North American adventure - a Western backcountry elk hunt guided by Leeder Hunting in the Nevada mountains, where bulls typically score 330-360 B&C!



**SPECIAL THANKS**  
to the International Union of  
Elevator Constructors for making  
the sweepstakes possible.

## Enter to Win a Nevada Trophy Elk Hunt

Register at [www.UnionSportsmen.org/elkhunt](http://www.UnionSportsmen.org/elkhunt) or mail this completed form to:  
Attn: Elk - Union Sportsmen's Alliance - 3340 Perimeter Hill Drive - Nashville, TN 37211

No donation or purchase required for entry in sweepstakes. Sweepstakes begins May 1, 2011 and ends Sept. 23, 2011. Drawing to take place on Sept. 28, 2011. For official rules and details on how to enter without a donation, visit [www.UnionSportsmen.org/elkhunt](http://www.UnionSportsmen.org/elkhunt).

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State/ Province \_\_\_\_\_ Zip/Postal \_\_\_\_\_

Union \_\_\_\_\_ Local # \_\_\_\_\_

Cell Phone \_\_\_\_\_

Email \_\_\_\_\_

Please Check Donation Level

- \$100 = 45 entries
- \$50 = 20 entries
- \$25 = 8 entries
- \$10 = 3 entries

Payment:  Check  Cash/Money Order  Credit Card BRS

Please fill out this information if paying by credit card.

Credit Card Type:  Visa  Mastercard  American Express  Discover

Name on Card: \_\_\_\_\_

Credit Card Number: \_\_\_\_\_

Expiration: \_\_\_\_\_

Signature: \_\_\_\_\_

**To enter go to [www.UnionSportsmen.org/elkhunt](http://www.UnionSportsmen.org/elkhunt)**